The Bombay Gazette.

No. 6,649.—NEW SERIES. BOMBAY:—SATURDAY, JUNE 8, 1867. Annual Subscription in advance...RUPEES FIFTY-TWO.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For one year in advance, delivered in Town	Rs. 52	0
———— including postage	„ 72	0
For half a year in advance, delivered in Town	„ 28	0
———— including postage	„ 38	0
For three months advance, delivered in Town	„ 16	0
———— including postage	„ 21	0
For one month, delivered in Town	„ 6	0
———— including postage	„ 7	12
Single Copy for Cash	„ 0	4
Back Numbers	„ 0	8

TERMS FOR ADVERTISEMENTS.

Ten lines and under

First insertion	Rs. 5	0
Second Ditto	„ 3	8
Third Ditto	„ 2	8
Fourth and succeeding insertions	„ 0	2 As. per line, but no advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion .. 7 As. per line.
Second Ditto .. 4 „ „
Third and succeeding 2 „ „
In the native languages, double the above.
DOMESTIC OCCURRENCES EACH—RUPEE 1.

DOMESTIC OCCURRENCES.

The charge for notifying a Domestic Occurrence is One Rupee.

BOMBAY.

BIRTH.

DELAVER ALI SHAIK TYAB—June 7th, at Surat, the wife of Mr. Delaver Ali Shaik Tyab, Merchant, of a son.

MARRIAGE.

JACOB—OAKLEY—May 16th, at Kandy, Ceylon, by the Rev. J. I. Jones, M. A., Henry Prescott Jacob, Head Master of Poona High School, and third son of the Rev. G. A. Jacob, D. D., Christ's Hospital, London, to Mary, only daughter of the Rev. W. Oakley, Kandy.

DEATH.

DOWNES—June 6th, at Breech Candy, the wife of C. Campbell Downes, Esq., C. E., and only daughter of the late Lieutenant Colonel Lloyd Dowse, Royal Artillery.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch Steamers twice a month from Bombay to the Persian Gulf, touching at Muscat, Bunder Abbas, Lingah, Bushire, and Bussorah, on the following dates:—

Leave Bombay ...... 3rd & 17th		Leave Bussorah ..... 19th & 2nd	
„ Muscat...... 8th	22nd	„ Bushire...... 23rd	6th
„ B. Abbas 11th	25th	„ Lingah...... 25th	9th
„ Lingah 12th	26th	„ B. Abbas 28th	11th
„ Bushire...... 16th	30th	„ Muscat 31st	12th
Arrive Bussorah ...17th	31st	Arrive Bombay 2nd	16th

The Steam Ship "PENANG," 699 tons, 120 H. P., Commander D. McCALLUM, will be despatched, as above, on 17th June.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

(Interchanging Cargo at Kurrachee by the first available steamer to and from Sukkur, Mooltan, Lahore and Umritsur, with the Oriental Inland Steam Company's Steamers.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo to Kurrachee twelve hours after arrival of the P. and O. Company's Mail steamers from Suez.

DATES OF DEPARTURE.

From Bombay usually about .... 11th and 26th.
Kurrachee on .... 10th and 25th.

The Steam Ship "GOVERNOR HIGGINSON," 644 tons, and 16[illegible] T. SAUNDERS, will be despatched twelve hours after arrival of the next Overland Mail.

The English Mail arrives betwixt 5 P. M. and 5 A. M., the steamer sails punctually twelve hours after, but [illegible] and 5 P. M. it is despatched at 7 [illegible] to avoid Passengers embarking at night [illegible] a Sunday, the Steamer [illegible]

[illegible] NICOL & Co., Agents.

[illegible] COAST, CEYLON [illegible] Cargo at [illegible] Suan- [illegible] Commander A [illegible] at noon [illegible] 1st June to 15th [illegible] the ports of Manga- [illegible] for these ports [illegible] six miles north [illegible] water to station on [illegible] Bombay on the 15th of the [illegible] and the steamers of the 1st [illegible] passengers and cargo with the [illegible] Akyab or Moulmein can proceed by the [illegible] ship to the Rangoon mail steamer, [illegible] the 3rd.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—The FERRY BOATS of the Bombay Coast and River Steam Navigation Company (Limited) will ply across the Harbour daily, stopping at undermentioned Bunders:—

Departure from Carnac Bunder to	Oorun.	Oolwa.	Rewas.	Karunja.	Dhurumtur.
FARES.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 8	0 12	0 8	0 8	0 12
Third Class	0 4	0 6	0 4	0 4	0 6

The Steam Ferry Boats will on and after the 18th January run as follows until further notice:—

From Carnac Bunder, the Dhurumtur Ferry will leave every morning at 8 A. M., and the Oolwa Ferry at 9 A. M.

From Dhurumtur and Oolwa every afternoon at 1 P. M.

First Class Season Tickets available for either Ferry for a period of Six months are issued at Rs. 50.

J. A. SHEPHERD, Manager.

Apollo Street, Bombay, 26th October 1866.

N. B.—Passengers' Tickets can be obtained at the "Chowk" in the Carnac Bunder.

BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY, (LIMITED)—NOTICE.—The Bombay Coast and River Steam Navigation Company (Limited) will despatch their Steamer "EARL CANNING" on WEDNESDAY the 12th instant, calling at the Coast Ports, (weather permitting) Colombo, Negapatam, Madras, Cocanada, Vizagapatam, and Calcutta returning by the same route.

For freight and passage apply to the undersigned

J. A. SHEPHERD, Manager.

Bombay, No. 7, Apollo Street, 6th June, 1867.

STEAM TO SUEZ.

THE Peninsular and Oriental Steam Navigation Company's Steam Ship "DELHI," (1,885 Tons and 400 H. P.) Captain E. Dund as, will be despatched for Aden and Suez on SUNDAY, the 9th June, at 5 P. M., carrying Mails and Passengers for England.

Last shipping day, Friday, the 7th instant, after which no Cargo will be received on board.

Parcels will not be received in this office after 5 P. M. on the 7th instant.

It is requested that all heavy Baggage be sent to the Company's Dockyard at Mazagon before 3 P. M. on SATURDAY, the 8th June, in order that it may be weighed and labelled before being sent on board.

A large Boat will be provided for the conveyance of Passengers to the Steamer and will leave the Mazagon Bunder at 3 P. M. precisely on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Company's Office, Bombay 6th June 1867.

FOR LIVERPOOL.

TO sail, weather permitting, about 15th instant, Messrs George Smith & Son's Ship "CITY OF AMOY," Captain MCN[illegible], having the greater portion of her cargo engaged will be despatched as above. For Freight or Passage apply to

W. NICOL & Co., Agents of Ship *City of Amoy.*

Bombay, 1st June 1867.

FREIGHTS.

COMMANDERS OF VESSELS, SEEKING ENGAGEMENTS, are requested to communicate with, or apply personally at the office of, the undersigned.

Every information regarding the Freight Market, and other particulars for the guidance of Ship Captains, always available.

JAMSETJEE HORMUSJEE & Co., Brokers and Commission Agents.

No. 1, Church Lane, opposite the Cathedral.

A GENTLEMAN of great experience having been a long period in the East, is willing to enter into an engagement to Superintend the BUILDING OF DOCKS, BRIDGES or MASONRY works in general. 1st Class Testimonial will be given.

Adress "D. T. R." Care *Bombay Gazette* Office.

NATIONAL BANK OF INDIA (LIMITED). —BOMBAY AGENCY.—The following are the Bank's drawing rates for the outgoing Mail—

On London at	4 months' sight	1s. 11¾d. per rupee.	
„	3	do.	1s. 11 3/16d. do.
„	2	do.	1s. 11⅛d. do.
„	1	do.	1s. 11 1/16d. do.
„	demand		1s. 11d. do.

By order,
JAMES WINDRAM, Agent.

National Bank of India, Bombay, 5th June 1867.

NOTICE.—THE BOMBAY PRESIDENCY BANK, LIMITED, having under Article C of their Articles of Association [illegible] the shares in the said Bank, the Provisional Certificates of which bear the following numbers:—

75 shares Nos. 28771 to 28845.

The Board of Directors have determined to make such lien available by sale of the said shares, and it is therefore hereby notified that the Provisional share Certificates above enumerated have been cancelled, and that new Provisional Certificates will be issued to the purchasers of the shares bearing similar numbers, but each new Provisional Certificate being [illegible] as follows.

"Duplicate.—Original of the same number cancelled."

By order of the Board of Directors,
D. MACPHERSON, Manager.

Bombay, Presidency Bank, (Limited), 5th June 1867.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO ADEN, SUEZ AND LIVERPOOL.

THE Bombay and Bengal Steam Ship Company (Limited) will despatch steamers to Suez on the 5th and 20th of each month calling at Aden. Returning steamers will leave Suez about the 5th and 20th of every month. Through Bills of Lading to Liverpool (by steamer from Alexandria) will be granted by the undersigned, and from Liverpool to Bombay by the Company's Agent in England.

RATES OF FARES TO SUEZ.

First Class........................£45 } Exclusive of Wines.
Second Class......................£25 }

For Freight or Passage apply to Messrs. Tod, Kennard & Co., 11, Rumford Street, Liverpool; Messrs. Tod, Rathbone & Co., Alexandria; or the undersigned at Bombay.

The Steam Ship "GUNGA," 1300 Tons, will be despatched about the 15th June next.

STEARNS, HOBART & Co.,
Treasurers and Managers.

STEAM TO TRIESTE.

THE Bombay and Bengal Steam Ship Company (Limited) under arrangements entered into with the Austrian Lloyd's Steam Navigation Company, book Passengers and Cargo through to Trieste:—

For Passengers.

First Class............£ 64 10 0 } Including Railway
Second Class...........£ 37 5 0 } Transit thro' Egypt.

For further particulars and rates of freight apply to

STEARNS, HOBART & Co.,
Treasurers and Managers.

Bombay, 3rd August 1866.

STEAM TO MARSEILLES.

THE BOMBAY AND BENGAL STEAM SHIP COMPANY (LIMITED).—Under arrangements entered into with the Compagnie Marseillaise de Navigation a Vapeur, are prepared to undertake the carriage of passengers and cargo between Bombay and Marseilles.

For Freight and Passage apply to Messrs. FRAISSINET PERE et Fils Marseilles or to the undersigned at Bombay.

STEARNS, HOBART & Co.,
Treasurers and Managers.

23rd May 1867.

OVERLAND PASSENGERS.

GENTLEMEN proceeding Home should procure their requirements at BADHAM'S, the Goods will be found suited to the climate and of the most modern style.

REQUIREMENTS FOR THE VOYAGE.

½ Dozen Silk and Wool Shirts.		1 Scarf Ring.
½ „ Linen Collars.		1 Walking Stick.
½ „ Under-Vests.		1 Umbrella.
1 „ Fine White Cotton Socks.		1 Binocular Glass.
		1 Rug with Strap.
1 „ Fine Colored do.		1 Dressing Bag.
1 „ White Cambric Handkerchiefs.		1 Hand Portmanteau
		2 Overland Trunks.
1 „ Colored do. do.		1 Clothes Bag.
1 (one) Overland Suit.		1 Opera Hat.
2 (two) Sleeping Suits.		1 Travelling Hat.
2 (two) Pairs Kid Gloves.		1 Courier Bag.
6 (six) Scarfs and Ties.		1 Easy Chair.

Apollo House. BADHAM & Co.

CORRESPONDING FIRM:
BADHAM BROTHERS.

NOTICES.

SUN FIRE OFFICE.—ESTABLISHED 1710.—The undersigned are prepared to grant Insurance against loss by fire, on buildings and their contents in Bombay and the Mofussil, at current rates.

PEEL, CASSELS, & Co., Agents.

2nd April, 1866.

THE OCEAN MARINE INSURANCE COMPANY, LONDON.—CAPITAL £1,000,000 STERLING.—The undersigned have been appointed Agents, and are prepared to accept risks on behalf of the above Company.

W. NICOL & Co.

Bombay, 15th December, 1866.

SELECTIONS OF MUSIC.—Done up in limp covered books with Gold facings, and consisting each of about 25 pieces of Music, SONGS, DUETS, INSTRUMENTAL PIECES and DANCE MUSIC, each, Rs. 10.

NOVELLO'S PART SONG BOOKS containing six Parts-Songs in each book—a Series of 14 Books—Rs. 12.

THACKER, VINING & Co.

Rampart Row.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.—ALTERATION OF TRAINS.—On and after the 9th instant, and until the 30th September, the through trains between Bombay and Ahmedabad will be discontinued and the following trains will only be run.

9-30 A. M.	Bombay to Surat and intermediate Stations.		
9-30 „	Surat to Ahmedabad	do.	do.
9-30 „	Ahmedabad to Surat	do.	do.
8-50 „	Surat to Bombay	do.	do.
5-30 P. M.	Bombay to Bassein	do.	do.
7-35 A. M.	Bassein to Bombay	do.	do.

For further particulars see the Company's time table.

J. R. DUXBURY, Acting Traffic Manager.

General Offices, Bombay, June 1st 1867.

CENTRAL INDIA FINANCIAL CORPORATION LIMITED.—(IN LIQUIDATION).—NOTICE is hereby given that the time for the first distribution of assets of this Corporation has been extended to the 30th instant.

M. ROONAN, } Liquidators.
KESHOWRAO BHASKERJEE, }

Bombay, 1st June 1867.

ADELPHI HOTEL, CLARE ROAD, BYCULLA, BOMBAY.—The oldest Hotel in Bombay is PALLONJEE'S ADELPHI FAMILY, MILITARY AND COMMERCIAL HOTEL. The Hotel Faces the sea, and is under European Management.

No expense has been spared to render this Hotel the most comfortable Establishment in Bombay both for Families and single Gentlemen.

Wines, Liquors, &c. of the best quality.

The Proprietor solicits a continuance of that support which he has so long enjoyed.

Carriages are in attendance, and always available at the Stations on the arrival of trains. This Hotel is within five minutes drive of the Byculla and Grant Road Stations, Bombay.

PALLONJEE PESTONJEE.

THE following passage is required:—

From Bombay to the Cape of Good Hope—For (4) four time-expired Soldiers.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 25th April 1867.

NO. 2 MANILLA CIGARS and CHEROOTS of last Season's crop, for sale at the Godowns of the undersigned. Rs. 45 per thousand.

FINLAY, CLARK & Co.

Bombay, 30th March, 1867.

ST. ANDREW'S LIBRARY.

THACKER, VINING & Co.

A Catalogue of CHEAP PUBLICATIONS, and of a large selection of New and Standard Works, with a list of Bohn's Publications reduced to English Prices, is available on application.

THACKER, VINING & Co.

Rampart Row.

THE Ships "GLENLYON" and "ANNOT LYLE" are open to take Cotton, in Patent Bales, both being partly engaged and will sail for Liverpool, (weather permitting) not later than the 25th June and 1st July respectively.—Apply to

JOHN CLOVER & Co.,
Agents Ships *Glenlyon* and *Annot Lyle.*

NOTICE.—A Native Capitalist who has done business on his own account in Bombay on a large scale, and is well acquainted with Commercial men, influential Native Chiefs, and Land-owners in Guzerat, will be happy to further the interests of Commercial Gentlemen i.e. European Capitalists who may be doing business on *very sound principles* on their own account in Bombay or on behalf of Commercial and Manufacturing Houses of established reputation in England. Satisfactory references if necessary, as to social position, substance, and ability to execute orders, &c. *only* when complete arrangements are mutually made, with respect to money orders, delivery of goods, &c. Apply to W. S. care of Manager *Bombay Gazette* Office, Bombay.

METAL MART, BOREE BUNDER.—Shand and Mason's Fire Engines complete with suction and delivery Hose, just arrived per "Clarendon," from London.

Daily expected a small supply of Galvanised Corrugated Iron per "Daphne," for which orders will now be received.

Orders from Town and Country executed with despatch and care, for

Bar Iron, Boiler Plate, Rivets, Angle and T. Iron, Cast and Sheer Steel.
Engineers' and Contractors' Plant.
Steam and Hand Pumps.
Steam and Hand Cranes.
Derrick Cranes, &c. &c.

Estimates given for every description of Machinery, Iron Work, Hardware, and general Ironmongery Goods.

W. NICOL & Co.,
D. FLETCHER, Agent.

Bombay, 11th May 1867.

ST. ANDREW'S LIBRARY,
THACKER, VINING & Co.

NOTICE.—MESSRS. THACKER, VINING, & Co. beg to notify to the Friends and Patrons of their Establishment that a PICTURE GALLERY and MISCELLANEOUS DEPARTMENT is now open on the FIRST FLOOR of the premises in Rampart Row, to which they are invited to pass a leisure half hour with the Pictures and Portfolios.

The LIBRARY, consisting of a vast collection of NEW and STANDARD BOOKS, POPULAR SERIES OF LIGHT LITERATURE, and all the best CHEAP PUBLICATIONS of the day remains on the lower floor.

A list of NEWSPAPERS and PERIODICALS with terms for supply of the same may be had on application.

Rampart Row. THACKER, VINING & Co.

MRS. BLOMFIELD, DRESSMAKER and MILLINER, 25, Meadow Street, opposite the New Oriental Bank. Orders of every description promptly executed, at strictly moderate charges.

N. B.—Ladies' own materials made up.

GEORGE NICOLL & Co., Boot and Shoe Warehouse, 24, Meadow Street. Next door to Messrs. Treacher & Co., Fort, Bombay.

NOTICES.

BOMBAY DIOCESAN BOARD OF EDUCATION

FOR THE PROMOTION OF THE CHRISTIAN EDUCATION OF EUROPEAN AND EURASIAN CHILDREN THROUGHOUT THE PRESIDENCY OF BOMBAY.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President, ex-officio.

Hon Sir R. Couch.,	Ven. Archdeacon Leigh Lye
Hon. C. J. Erskine.	Rev. W. K. Fletcher.
Hon. Mr. Justice Gibbs.	Rev. F. J Spring.
Hon. G. Foggo.	Rev. C. T. Wilson.
C. E. Chapmen, Esq.	Rev. W. Maule.
A. T. Crawford, Esq.	Rev. G. C. Reynell.
A. R. Scoble, Esq	Rev. T K. Weatherhead.
H. M. Birdwood, Esq.	Rev. J. J. Farnham.
K. M. Chatfield, Esq.	Rev. C. Gilder.

To the Board makes monthly grants to schools at Byculla, Mazagon, Colaba, and Fort George, and to two schools at Poona.

It is also endeavouring to raise Rs. 20,000 to meet an equal sum from Government to build a School House for Boys on the Esplanade, as a Memorial of the late Bishop Cotton. Of this sum Rs. 4,116-8 have been paid and Rupees 910 promised.

Subscriptions both to the General Fund, and the Cotton Memorial Fund which are earnestly solicited, will be received by Rev. G. C. REYNELL, Chaplain of Byculla, or may be paid *on application* to Mr. F. VALLADARES.

G. C. REYNELL,
Bombay, 12th March 1867. Honorary Secretary.

BOMBAY OMNIBUS AND GENERAL CONVEYANCE COMPANY (LIMITED).—At an ORDINARY GENERAL MEETING OF SHAREHOLDERS held on the 4th instant, it was unanimously resolved to declare a Dividend at the rate of 5 per cent per annum on the paid-up capital.

The Dividend Warrants will be ready for delivery on application at the Offices of the Company on and after the 11th June.

Bombay, 5th June 1867.

GOA COFFEE COMPANY (LIMITED).—A MEETING of the SHAREHOLDERS of the above Company is hereby convened for TUESDAY, 18th June 1867, at noon, at the Office of the Secretaries, for the purpose of taking into consideration the present position of the Company, and deciding what measures, if any are to be adopted, with a view to continuing the operations of the Company.

By order of the Directors,
For the London, Asiatic & American Company, (Limited.)
A. E. ASHLEY,
Joint Manager, Secretaries and Treasurers.

Elphinstone Circle, 4th June 1867.

NOTICE.—During the ABSENCE of MR. F. HOYER from Bombay, Mr. THOMAS HENRY SEALY WILL SIGN for our firm under power of attorney per procuration.

LEGGATT & Co.

Bombay, 5th June 1867.

SORABJEE AND NOWROJEE NANABHOY ESTATE.—CREDITORS of the above Firm are hereby requested to lodge their CLAIMS, accompanied by the relative Vouchers, with the Trustees; and DEBTORS to the Estate are requested to pay the amount of their DEBTS forthwith to MR. A. C. MOORE, at the Office of the Trustees, Apollo House, Fort.

ROWLAND HAMILTON, }
J. A. J. SHAW, } Trustees.
CURSONDASS NENSEE, }

Bombay, 7th July 1686

BOMBAY SCOTTISH EDUCATION SOCIETY.—The Fort Day School for Boys and Girls, under the Superintendence of Mr. and Mrs. McDONALD has been transferred to No. 9, Hornby Row, Esplanade.

Education may be had up to the University Matriculation Standard. Monthly Fee Rs 5, 7½, and 10 according to advancement. A separate fee is charged for Instrumental Music.

Copies of School Prospectus may be had, and Terms for Board may be learned on application to Mr. McDonald or to either of the Secretaries.

D. C. BOYD, } Joint Secretaries.
D. MACPHERSON, }

KOUSANIE TEA.

WE beg to intimate that we have been appointed AGENTS for the KOUSANIE TEA COMPANY (LIMITED), Almorah, Upper India, whose Teas are much in demand and highly esteemed.

We can offer the finest Black Leaf Pekoe at Rs. 2-12 per lb.; a very fine Souchong at Rs. 2-8, and Kousanie Mixture composed of (black and genuine not colored) Green Tea at Rs. 2-8 per lb. in 5 lbs. and 10 lbs. Boxes.

J. A. BROWN & Co.

1, Dean Lane, Bombay, 30th April 1867.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.—APPLICATIONS are now being received from the Shareholders of the above Bank and the general Public FOR THE SHARES in the new Bank.

Applicants must pay into the Chartered Mercantile Bank of India, London and China a deposit of ten Rupees per share.

Forms of Application and further particulars may be obtained at the Office of the Commercial Bank Corporation, Rampart Row, and at the Chartered Mercantile Bank of India, London and China.

Bombay, 29th May 1867.

In the matter of the Indian Companies Act 1866, and of the MERCANTILE CREDIT AND FINANCIAL ASSOCIATION (LIMITED)

THE Honourable MR JUSTICE WESTROPP, has appointed the Seventeenth day of June 1867, at 11 of the clock in the forenoon at his Chambers in the Court House, to settle the list of the Contributories of the abovenamed Company made out and left at the Chambers of the said Judge by the Official Liquidator of the said Company and if no sufficient cause is shown to the contrary at the time and place aforesaid by the persons included in such list, the same will be settled by the said Judge including them therein in the character and for the number of Shares stated in the said list.—Dated Bombay, Elphinstone Circle, this Twenty-eighth day of May 1867.

P. E. BENDIR,
CRAWFORD AND HURRELL Official Liquidator.
Attornies to the Official Liquidator.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ORDINARY ORIGINAL CIVIL JURISDICTION.

In the matter of the Indian Companies Act X. of 1866, and of the DECCAN COTTON CLEANING AND PRESS COMPANY (LIMITED).

The Honourable SIR CHARLES SARGENT, KNIGHT, has appointed SATURDAY the Fifteenth day of June 1867 at half-past ten o'clock in the forenoon at his Chambers in the Court house, to settle the list of Contributories of the above named Company made out and left at the Chamber of the said Judge by the Official Liquidator of the said Company.

All Contributories who wish to show cause against being placed on the said list should attend at the time and place aforesaid and state their objections, otherwise the list will be settled by the said Judge including them therein.

Notice and grounds of objection, if any, and copies of all Affidavits intended to be used should be left at the office of the undersigned in Rampart Row, on or before SATURDAY the 8th day of June next when also appearances must be entered.—Dated 28th May 1867

CRAWFORD AND HURRELL,
Solicitors to the Official Liquidator.

SOLID MAHOGANY FURNITURE
FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Veneer.

IRON AND BRASS BEDSTEADS

suitable for all parts of the World. Their stock consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSEHAIR MATTRESS. The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND THE COLONIES,
of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Book Post.

HEAL & SON,
BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS,
196, 97 & 198, TOTTENHAM COURT ROAD, LONDON, W.

*** Remittances and Orders must be made payable in London

ROSSELET & Co.
ESTABLISHED 1858.
CHRONOMETER MAKERS, JEWELLERS, OPTICIANS, ENGRAVERS, &c.
No. 6, MEADOW STREET, FORT, BOMBAY.

BYCULLA LIVERY & COMMISSION STABLES.—24, BELLASIS ROAD.—COMMISSION DEPARTMENT.—Horses, Carriages and Harness will be received for Sale on Commission, the charge will be, for each Horse sold Rupees 17, payable both by buyer and seller—For Carriage, Harness, &c., 5 per cent. on the selling price, payable by seller only.

Orders from outstations for the purchase of Horses will be carefully executed.

LIVERY.

A limited number of Horses will be received on Livery; each Horse will be provided with large airy loose Box, the best of Provendor, as good a Gorrawalla as can be procured, skilled attendance and medicine in case of sickness (without extra charge) and will be shod: all for Rs. 50 per mensem.

Horses provided with usual stall, and exclusive of Gorrawalla, Shoeing and treatment will be charged at Rs. 1¼ per diem.

All Horses received on Commission Sale will be charged one Rupee per diem and twelve annas for a Pony, exclusive of Gorrawalla and Shoeing. If the animal is withdrawn unsold, the charge per diem would be Rs. 1½ for a Horse and Rs. 1 for a Pony.

Horses sent for Livery or on Commission Sale must be provided with their complete kits, otherwise a kit will be supplied in the stable at the charge of Rs 10 per each Horse.

Forage can be supplied at the Gentleman's houses on moderate terms

SHOEING.

Horses will be carefully shod at the Ordinary rate of Rs. 2 for plain shoes and Rs. 2½ for turned-up toes or anti-triping Shoes. Shoeing may be contracted for, for a period of 6 months or a year, payable in advance.

BREAKING IN.

Horse broken-in to double Harness, Rs. 40 per pair; to single harness Rs. 25; to Saddle Rs. 20; on Ladies Saddle Rs. 25.

ALLI ABDOOLLA.

NOTICES.

SOMETHING NEW!—THE DIVAN EXCHANGE, No. 5 APOLLO STREET, kept by a White Man and his White Assistants.

To meet a want long felt in Bombay, this Establishment has recently been opened for the benefit of the Public and its Proprietor, and combines

AN AMERICAN RESTAURANT,
AN ICE CREAM SALOON, with
AN ENGLISH COFFEE HOUSE,

where neatness, cleanliness, and wholesomeness are main features.

The Rooms are commodious and centrally located, convenient for both

TRAVELLERS & RESIDENTS,

who can obtain on application properly cooked and tastefully served BREAKFASTS, TIFFINS, SUPPERS, and other LIGHT REFRESHMENTS, such as Cold Meats, Fresh Oysters, Sandwiches, Bread and Cheese, &c. &c., together with AMERICAN DRINKS of all descriptions.

SHERBET,
DRAUGHT ALE } or Arf and Arf
DRAUGHT PORTER }
DRAUGHT CIDER,
DRAUGHT SODA-WATER from Frozen Vaults and Snowey Fountains,

ICE CREAMS, CAKES, FRUIT, and CONFECTIONERY, and many other requisites and conveniences, including STAMPS, best AMERICAN TOBACCO, CIGARS, &c.

The House is supplied with Local and Foreign Papers.

Tickets to places of Amusement and information respecting the arrival and departure of Trains and Steamers may also be obtained.

Open from 7 A. M. to 9 P. M. daily, Sundays excepted.

BYCULLA OIL MILLS.—Raw Linseed Oil Rs. 2-5 Boiled Linseed Oil Rs. 2-9 per Imperial Gallon, delivered at the Mills. Quantities under 50 Gallons charged extra.

At ROGERS & Co.'s Works, Byculla.

BOMBAY SHIPPING COMPANY (LIMITED).—NOTICE is hereby given that in terms of the special Resolution passed on the 18th May, and confirmed this day, the sum of Rs. 400 per share will be payable to the Shareholders on production of share certificates, at the Office of the Secretaries and Treasurers on and after MONDAY the 10th instant.

By order,
RITCHIE, STEUART & Co.,
Secretaries & Treasurers.

Bombay, 4th June, 1867.

In the Press

A COLLECTION
OF ALL THE
SPEECHES AND ADDRESSES
DELIVERED BY
H. E. SIR BARTLE FRERE, G.C.S.I., K.C.B.
ON DIFFERENT OCCASIONS,

From 1862 down to the present day.

☞ Subscribers' names registered at the *Bombay City Press*, 51 Kalbadavie.

ROYAL BANK OF INDIA,—(IN LIQUIDATION).—The Liquidators hereby intimate that on the 3rd proximo they will distribute to the Shareholders a first DIVIDEND of Rs 36 per Share. To entitle Shareholders to participate in this distribution, they must lodge their Certificates of stock at the Bank's Office on or before 28th instant. Those failing to do so will receive no dividend until next distribution.

Shareholders drawing dividends must appear in person, or by only constituted Attorneys.

The Transfer Books of the Bank will be closed from 28th instant to 10th proximo.

JAMES HOSSACK, Manager.

Bombay, 21st May 1867.

UNDER the patronage of His Excellency the Right HON. W. R. SEYMOUR FITZGERALD, Governor of Bombay.

Published Monthly
THE ALBUM OF PHOTOGRAPHS.
BY
SYKES & DWYER.
LANDSCAPE & PORTRAIT Photographers.

VIEWS OF BOMBAY and its vicinity; each number containing FOUR LARGE Photographs, three being interesting views, and the other a group of natives.

Subscribers registered at the Studio, No. 9, Hummum Street, Bombay, (nearly opposite Watson's.)

First number will be ready in a few days.

Agents for ART UNION OF GLASGOW.

BYCULLA HOTEL, at the junction of the Bellasis and Clare Roads, Byculla

This Hotel is fitted up and furnished in the most complete manner; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay. The Sleeping Apartments and Sitting Rooms are replete with every convenience and the strictest regard is paid to cleanliness throughout the premises.

The Table is abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietor

The Wines, Liquors, and Beer are of the very best description, supplied direct from the most celebrated houses in the London and Continental markets.

The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, all of whom may be here accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated and within five minutes' drive of both the Railway Stations, and may be reached in a short time from the Bunders.

Byculla Hotel, 7th June 1867.

IMPORTANT REDUCTION IN THE PRICES OF THE GOSPEL OAK GALVANISED IRON.—(CORRUGATED SHEETS).—In consequence of an extension of the Works and a great economy in cost of production, a *very important reduction* of price, dating from 1st March 1867, is made, and this favourite Brand will now be found to compete on more equal terms of price with the commoner qualities in the market. Established in 1842, and is the oldest manufacture of Galvanised Iron in England. Obtained the *only* Prize Medal in the Trade at the Great Exhibition of 1862.

Gospel Oak Offices,
74, King William Street, London, E.C.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, LONDON AND EDINBURGH.

Paid-up Capital		£250,000 0 0
Reserved Fund	£222,346 10 11	
Suspense Accounts	93,514 10 1	
		315,861 1 0
Total Accumulated Funds		2,510,139 0 0
Annual Income, from Fire, Life and Investments		652,127 11 10

FIRE BUSINESS.

The Directors reported in 1865 that the PREMIUMS had amounted to		£240,783 9 10
During the Year 1866 the Premiums amounte to	£336,011 3 0	
Deducting Re-Insurances	55,467 17 8	
The Nett Premiums are		280,543 10 4
Exhibiting an Increase of		£39,760 0 6
The Losses by Fire paid during the year amounted to		£190,192 6 4

The undersigned are prepared to accept risks on BUNGALOWS, DWELLING HOUSES and GODOWNS, &c., at moderate rates.

W. NICOL & Co., Agents.

ROYAL HOTEL, MAZAGON.—AMERICAN BOWLING ALLEY, newly constructed, open daily, Sundays excepted.

MUSIC SALOON, open every evening in the week. Mr. Odenwald will preside at the Piano from eight o'clock till eleven.

FIRST RATE THURSTON'S BILLIARD TABLE.—Drinks of the choicest description, Tiffins and Suppers, &c. quite Epicurean; equalled by few, but surpassed by none.

F. ODENWALD.

MEDICINE CHESTS.—The undersigned have devoted special attention to the selection and perfecting of these invaluable articles, specimens of which, of their patterns are now to be found in almost every station throughout Western India. The Medicines furnished are such as experience has shewn to be best adapted for popular use under the various circumstances of Indian life, and the directions affixed to each remedy are taken from standard Medical Works.

In remote and isolated stations much assistance would be rendered to the Medical Attendant if one of these small boxes of remedies were always at hand.

The following will all be found of excellent quality and workmanship.

Tent and Office Chests of Oak, 3 sizes.
Library Chests of Mahogany.
Leather Travelling Chests.
Leather Domestic Chests,
Yachting Chests, of strong Deal, grained Oak.
Factory, Plantation, and Contractors' Chests, strong Deal, grained Oak.
Survey Chests for travelling with a number of natives.
Japanned Pill Cases, such as are supplied in Government Service.
Pocket Medicine Cases for short journeys.
Ships' Chests of the usual patterns.
Large Inlaid Rosewood Medicine Cabinets of beautiful workmanship, very suitable as presents, or for a palace or state residence.

The last are not yet received but are shortly expected.

ROGERS & Co., Pharmaceutical Chemists.
Bombay and Poona.

TO PARENTS IN INDIA.

ENGLISH EDUCATION.
MALVERN COLLEGE.
PRESIDENT AND VISITOR,
THE LORD BISHOP OF WORCESTER.
HEAD MASTER,
The Rev ARTHUR FABER, M.A.,
Late Fellow and Tutor of New College, Oxford,
With a large staff of Assistant Masters.

THIS COLLEGE is conducted on the MODEL of the GREAT PUBLIC SCHOOLS.

THE SONS OF GENTLEMEN are educated at a moderate cost, and THE PUPILS ARE PREPARED for OXFORD or CAMBRIDGE, and for all Military and Civil Service Examinations.

There are SCHOLARSHIPS OF CONSIDERABLE VALUE attached to the College, to be held either in the College or at the Universities.

The Pupils, if not resident in Malvern, are boarded with the ASSISTANT MASTERS, subject to the approval of the Head Master.

Terms for Tuition, £25 per Annum; for Board at Masters' Houses, £60.

Full information on application to Henry Aldrich, Esq., the Secretary, and Prospectuses can be obtained of the Agents of Messrs. SMITH, ELDER & Co., in either of the Presidencies, or of Messrs. GRINDLAY & Co., London.

NOTICES.

J. HALPERN, 38, Meadow Street, CHRONOMETER, WATCH and CLOCK Maker, Seal Engraver, &c., Watches carefully cleaned and repaired. Every discription of Jewellery made to order at very moderate prices.

NOTICE CONSIGNEES of Goods per "ASIATIC," ANDREW, Master, from London, are requested to send off Boats for their cargo, without delay, otherwise the Goods will be landed by the Captain as they come to hand, at the expense and risk of the concerned.

Captain Andrew will not be responsible for the condition of any package after it leaves the Ship's Deck.

RITCHIE, STEUART & Co.,
Agents for Captain Andrew.

Bombay, 22nd May 1867.

THE BANK OF GUZERAT (LIMITED) —NOTICE.—All Holders of LETTERS of ALLOTMENT of SHARES in the BANK of SURAT LIMITED, and in the BANK OF GUZERAT LIMITED, who have not signed the DEED of SETTLEMENT are hereby required to send in such letters to the undersigned for registration on or before the 30th day of June next—The letters must be accompanied by a Statutory Declaration, forms of which will be supplied at the Office of the Bank, showing that the Holders are the Lawful Possessors of such letters. The undersigned hereby give notice that no Letters of Allotment will be received after the date aforesaid, but that they intend to proceed to a distribution of Assets without taking further claims for Shares into consideration.

G. P. ROBINSON, }
H. G. DUNLOP, } Liquidators.
LALSHUNKER BHOORABHOY. }

Bombay, 28th May 1867.

MILNER'S FIRE PROOF SAFES.—FOR SALE—Two Milner's Fire Proof Safes the property of the SCINDE, PUNJAUB and DELHI BANK in Liquidation. For particulars apply to JAMES WINDRAM Agent for the Liquidators, 10, Rampart Row.

THE BOMBAY OIL WORKS COMPANY (LIMITED) IN LIQUIDATION.—NOTICE.—An Extraordinary General Meeting of the Registered Shareholders of the Bombay Oil Works Company, Limited, will be held at No. 1, Ash Lane, on SATURDAY the 8th June 1867 at 2 P. M., for the following business:—

To appoint a Liquidator in the place of Mr. T. H. Gilbert, who has resigned.

To consider the advisability of accepting or refusing an offer received from Messrs. Crawford and Hurrell on behalf of their Client for the purchase of the whole of the Company's Machinery, Buildings, Lands, &c. situate at Chinchpoogly.

ARDASEER FRAMJEE MOOS, Liquidator.

Bombay, 29th May 1867.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to

TWO YEARS RIGOROUS IMPRISONMENT;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The GENUINE Manufactures of Messrs. Crosse & Blackwell may be had from EVERY RESPECTABLE DEALER in India.

WESTERN INSURANCE COMPANY.—At a GENERAL MEETING of the Shareholders held on 4th June 1867, the Resolutions passed at the Extraordinary General Meeting held on 18th May, viz., "That the Company be wound up voluntarily," and "That Mr. A. E. Ashley be appointed sole Liquidator," were confirmed.

For the London, Asiatic and American Co. (Limited.)
A. E. ASHLEY, Joint Manager,
Secretaries and Treasurers Western Insurance Company.

With reference to the above Advertisement, all persons having claims against the Western Insurance Company, are requested to send in particulars of same, and all persons indebted to the said Company are desired to pay the respective amounts due by them to the undersigned at the Office of the London, Asiatic and American Company (Limited) Elphinstone Circle.

A. E. ASHLEY, Liquidator,
Western Insurance Company.

Bombay, 5th June 1867.

WESTERN INDIA HOTEL COMPANY, LIMITED.—NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of this Company will be held on FRIDAY, the 14th day of JUNE, 1867, at 5 o'clock in the afternoon, at the Offices of Messrs. Forbes & Co., Elphinstone Circle, for the following purposes:—To confirm the Resolution passed at the Extraordinary General Meeting of Shareholders held on Thursday, the 30th day of May 1867—"That the Company be wound up voluntarily." To appoint a Liquidator or Liquidators, and to fix his or their remuneration.

By order of the Board of Directors,
G. W. TERRY, Secretary.

Bombay, 6th June 1867.

GRANT ROAD THEATRE.
SATURDAY, THE 8TH JUNE 1867.
LAST REPRESENTATION OF THE FRENCH TROUPE
FOR THE BENEFIT OF
MADEMOISELLE JOSEPHINE
PREMIERE DANSEUSE.

Performance on the Slack Wire, by MADAME JOSEPHINE.
COMIC ACTING, BY M. AUGUSTE
EXTRAORDINARY MAGICAL PERFORMANCE, BY MONSIEUR PERSIO[illegible].
AND
MAGNETIC SUSPENSION TRICK.
WONDERFUL JUGGLING TRICKS, BY M. AUGUSTE.
NATIONAL POLISH DANCE, BY MADAME JOSEPHINE.
CELEBRATED DRUM MAJOR'S EXERCISE, BY M. PERSOIR.
SPANISH NATIONAL BOLERO, BY MADAME JOSEPHINE AND M. STANISLAUS.
GRAND COMIC BUFFA PANTOMIME.
"THE MILLERS OF ST. CLOUD.

PRICES OF ADMISSION.

Dress Circle ......Rs. 5 | Gallery ... .Rs. 2
Stalls.............. „ 3 | Pit .... „ 1

Tickets and places may be secured at Messrs. SOUNDY & Co., Rampart Row, and at the Theatre on the evening of the Performance.

Doors open at 8, performance to commence at 9.

CHESSON AND WOODHALL'S LIBRARY,
No. 10, HUMMUM STREET, BOMBAY,
AND No. 1, EAST STREET, POONA

FOR SALE, the Oriental Races and Tribes, Residents and Visitors of Bombay. A Series of Photographs, with letter-press descriptions. By William Johnson, Bombay Civil Service (Uncovenanted.)—Vol. II. Maharashtra, or Maratha Country.—Price Rs. 52½.

CHESSON & WOODHALL.

Bombay, 19th Dec. 1866.

FOR SALE.

FOR SALE, at the Office of this Paper—Price Rs. 4—Rules relating to the winding up of Joint Stock Companies, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act 1866.

FOR SALE, STEAM ENGINES, both Portable and Horizontal, of from 7 to 40 horse-power. Apply to RITCHIE STEUART & Co.

FOR SALE, at Matheran, the HOUSE called "THE BYKE," the Property of DR. LEITH. Apply to MESSRS. VURJEEVUNDASS MADOWDASS & Co., Graham's Buildings.

FOR SALE OR HIRE by the DAY OR MONTH, BOILER TRUCKS capable of carrying 12 Tons—Apply to MESSRS A. LAING & SON, Cursetjee Sooklajee Street, Byculla.

Bombay, 14th May 1867.

HOUSES, &c., TO LET.

TO LET! TO LET!! TO LET!!! (immediate possession) OFFICES and GODOWNS in Sassoon's Building in Elphinstone Circle, opposite to the Mint (East Side). Rent moderate. Apply to BAZONJEE AND NUSSERWANJEE No. 19 and 20 (West Side.)

TO BE LET.—THE THIRD FLOOR of the building occupied by the London Asiatic and American Company (Limited) in Elphinstone Circle, commanding a splendid view of the harbour and with every convenience for residence.

Apply to the LONDON ASIATIC & AMERICAN COMPANY (LIMITED.)

13th May 1867.

NOTICE.—To be let a COMMODIOUS BUNGALOW, in Mazagon, Gunpowder Road, No. 10, on Maria Hill, lately vacated by DR. FOGERTY. Apply to PREMABAI HEMABHAI.

TO LET, the OFFICES in Elphinstone Circle, at present occupied by the Bombay Reclamation Company (Limited). Increased accommodation might be given if required. Apply to

RITCHIE, STEAURT & Co.

Bombay, 5th April 1867.

TO BE LET, (with immediate possession), some AIRY ROOMS, suitable for Offices on the Second Floor of 24, Rampart Row. Apply on the Premises, to the BOMBAY JOINT STOCK CORPORATION.

TO LET, the Commodious OFFICES now occupied by MESSRS. CAMPBELL, MITCHELL & Co., 22, Rampart Row. Apply to

ROGERS & Co., Chemists.

TO be sold a Bargain, the property of a Gentleman leaving Bombay, a first-rate Minature Brougham, cost when new 2,000 rupees, and has only been used a few months. To be seen at

JAFFER SULLIMON'S.

NOTICES.

DINNEFORD'S FLUID MAGNESIA.

FOR Thirty Years the Medical Profession have approved of this preparation as the best remedy for *Acidity of the Stomach, Headache, Heartburn, Gout, and Indigestion*

And as a mild Aperient for delicate constitutions, especially adapted for ladies and children. When combined with their ACIDULATD LEMON SYRUP

It forms most agreeable effervescing draught, which is both a gentle aperient and grateful febrifuge.

In hot seasons and hot climates the *regular* use of this simple remedy has been found highly beneficia

IT IS PREPARED BY
DINNEFORD & Co.
CHEMISTS, &c.,
172, NEW BOND STREET, LONDON.

Sold by all respectable Chemists throughout the World
CAUTION.—See that "DINNEFORD & Co." is on each bottle and red label over the cork.

MATCHES.

BRYANT & MAY'S
PATENT SAFETY MATCHES
LIGHT ONLY ON THE BOX.
Trade Mark—an Ark.

BRYANT & MAY'S
VICTORIA PARAFFIN MATCHES,
SLIDE BOXES.

BRYANT & MAY'S
JONKOPINGS TANDSTICKORS,

All the above are carefully packed, and guaranteed suitable for the Indian climate.

BRYANT & MAY, LONDON E.

WHOLESALE & RETAIL.—TERMS CASH.—JEWELLERY—A large assortment in all its branches.

WATCHES—Gold and Silver English and Geneva.

OPERA, Marine and Race Glasses.

Silver Cake Knives and Electro Silver Plated Spoons and Forks; Ivory Handled Table Cutlery; Papier Mache; Drawing Room Chairs; Ladies' Work Boxes and Desks; Pearl and Tortoise-shell Ladies' Companions; Card Cases and Paper Cutters.

SCENTS—Piesse and Lubins' and others.

Patent Iron and Brass Bedsteads with Mosquito Curtain Rods.

HENESSY'S Brandy.............................Rs. 24 per dozen.
Champagne Vineyard Proprietors' Brandy „ 22½ „

No. 11, Meadow Street. H & A. BERENS.

AGRI-HORTICULTURAL SOCIETY OF WESTERN INDIA.—NOTICE.—The Agri-Horticultural Society of Western India have received their first supply of fresh VEGETABLE, FLOWER, and FRUIT SEEDS from London by the P and O. Co.'s Steamer which arrived here on the 25th April; and Seeds can be had at very moderate prices on application to the Honorary Secretary to the Society.

Out Station orders must be accompanied by remittances or reference in Bombay, as also with instructions as to the way in which they are to be forwarded.

Detailed lists of Seeds can be had, free of charge, on application to the undersigned.

F. BROUGHTON, Surgeon Major,
Offg. Honorary Secretary to the Society.

Town Hall, Bombay, 6th May, 1867.

KINLOCH AND ALLAN, (from the Metal Mart, Boree Bunder) beg to direct the attention of consumers to their present stock which is very complete.

Bar, Plate, Sheet and Hoop Iron.
Best Cast Steel.
Blister and Sheer Steel.
Sheet Lead and Lead Pipe.
Bolts and Nuts.
Rivets, Nails, &c.
Oils, Paints, &c.
Hardware of all descriptions.
Smith and other Iron Work promptly executed.

Daily expected to arrive per "CITY OF AMOY," a small lot of Galvanized Corrugated Iron and Fittings.

Remaining for sale, to arrive per "CITY OF EDINBURGH" in about 3 weeks, a small quantity of Cast Iron Pipes.

Bombay, 22, Marine Street, 27th May 1867.

HIGH COURT.—ORDINARY ORIGINAL CIVIL JURISDICTION.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and in the matter of the estate of GOVIND GIRDHUR, of Bombay Hindoo inhabitant.

UPON reading two affidavits of Mr. WILLIAM SIM bearing date respectively the 16th April last and the 31st instant, and hearing Messrs. Dallas and Company the Attornies for the Trustee in this matter, I do order that the further and final liquidation of this estate be continued and carried on according to the provisions of the said Act by the said Mr. William Sim, without the Corporation as liquidators of any other person until further order.—Dated this 1st day of June 1867.

JOSEPH ARNOULD.

DALLAS AND Co.
Attornies for the Trustee Mr. William Sim.

ESTATE OF GOVIND GHIRDHUR.—NOTICE is hereby given that a dividend at the rate of eight per cent on the amount of admitted claims upon the above Estate, will be paid to creditors on application personally or by attorney at my office on or after the 10th instant excepting on English mail day, and the two-days preceding.

WM. SIM.

1, Oak Lane, Bombay, 3rd June 1867.

THE BOMBAY, AND BURMAH TRADING CORPORATION (LIMITED.)

ધી બોમબે બરમા તરેડીંગ કોરપોરેશન (લીમીટેડ.

धी बॉंबे बरमा टरेडींगे कारपीरेशन (लीमीटेड.)

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Corporation will be held at the Office of the Corporation at No. 1. Nesbit Lane, Fort, on WEDNESDAY the 9th instant, at 3 o'clock in the afternoon, to confirm the following special Resolutions passed at the Extraordinary General Meeting of the Shareholders held on SATURDAY the 18th May, viz,

1st Resolution.—That Section CXLV of the Articles of Association of the Company be and the same is hereby repeated, and the following regulations substituted. That the Directors shall have power, if they shall see fit so to do to enter into any new agreement or agreements with any assignee or assignees, transferee or transferees of the said 100 shares of the said William Wallace or any of them which may be assigned or transferred by the said William Wallace before or after the expiration of the said period of 5 years with the consent of the Directors, such as shall impose upon such assignee or assignees, transferee or transferees, the same liabilities and obligations towards the said Company, as were undertaken by the said William Wallace by the said Indenture of the 22nd day of July, 1864 in all that relates to the said shares, and shall confer upon such assignee or assignees, transferee or transferees, so long as he or they shall be holders of the said shares, the like rights and advantages in respect of extra or preferential dividend as the said William Wallace, his Executors or Administrators would have been entitled to under or by virtue of the said Indenture, in case he or they had continued to hold the same shares, and every such agreement as last aforesaid shall be binding on the parties, any clause or regulation herein contained to the contrary notwithstanding, as if the provisions thereof were by these regulations specially excepted or affirmed and approved.

2nd Resolution.—That the Directors be empowered to abstain from enforcing the terms of the CIV. Section of the Articles of Association in the case of Shareholders, whose shares have, previous to the date of this Meeting, been forfeited, upon the said Shareholders proving to the satisfaction of the Directors that they have bona fide sold the said forfeited shares, before they were forfeited.

By order of the Board of Directors,
WALLACE & Co.
Secretaries, Treasurers and Managers.

Bombay, 3rd June 1867.

JEWELLERY.

TREACHER & COMPANY (LIMITED) have received, by last Overland Mail, a large accession to their stock of JEWELLERY, by far the most extensive and best selected ever offered in Bombay.

BRACELETS,
Of Plain Gold, or set with Jewels, in a variety or elegant designs.

BROOCHES.
Plain Gold, or Jewelled.

CHAINS,
Ladies' and Gentlemen's Guard and Albert.

CHARMS,
For the Watch Chain.

EARRINGS,
Plain and Jewelled.

LOCKETS.
For Ladies or Gentlemen.

NECKLETS AND NECK CHAINS,
Of elegant and novel Patterns.

GOLD PENCIL CASES,
By Mordan & Co., (a very pretty assortment of the newest patterns.)

RINGS,
Wedding, Plain, and Jewelled Guard (of the latter some very pretty and inexpensive) Single and Clustered Jewels.

SCARF RINGS,
Of several Patterns.

SCARF PINS,
Plain Gold, Crystals, or Jewelled. A large selection.

STUDS,
Collar and Breast.

SLEEVE LINKS,
Ladies' and Gentlemen's.

(Among the new stock, a few complete sets in velvet lined Morocco cases, of Collar and Breast Studs, and Wrist-links, in Plain 18 Carat Gold. (Very neat and elegant—suitable for presentation.)

SNUFF BOXES,
Silver Gilt, and Gold, elegantly chased, &c. &c. &c.

The extent of the stock renders full details undesirable The inspection of purchasers is invited.

Rampart Row, Bombay, 18th May, 1867.

NOTICES.

HYMNS, ANCIENT & MODERN, with the Words and Music arranged by W. H. MONK. Beautifully bound in Morocco, Limp Antique, with exquisitely Illustrated Title Page and Frontispiece .....Rs. 10

Rampart Row. SOUNDY & Co.

SOUNDY & Co., BOMBAY, IMPORTERS OF MILITARY BAND INSTRUMENTS.—COMMANDING OFFICERS, BAND PRESIDENTS AND GENTLEMEN who are interested in Military Music, are respectfully informed that SOUNDY & Co., continue to receive additions to their stock of Military Band Instruments, which in extent and in excellence is altogether unequalled in India.

CONCERT FLUTES—OF BEST COCOAWOOD with 8 German Silver Keys and Mountings on the Old system, in case complete.............................Rs. 5

NEW PATENT PERFECT FLUTES of the following description, viz., the Instrument is 27 inches in length, made of the finest Cocoawood, prepared and seasoned for hot climates: it has nine solid silver keys, including the two long open keys for C sharp and C natural; the embouchure has a tuning slide with silver sheath, and is mounted with a solid silver engine turned cap, the rings, mountings, &c., are of beautiful finish, and all in pure silver; each Flute has two cork joints, and is contained in a strong Mahogany Box lined with velvet and bound in brass 150

SOLID SILVER BHŒM FLUTE, with covered keys, and upon the latest improved method; each hole is covered with a spring key, which is sure to fit *air tight* thus avoiding the trouble and care of fitting the fingers precisely in the required position to produce the notes; these are the most perfect flutes ever manufactured, they have a pure, rich, round tone, and are easy to play upon; they are beautiful solo instruments, and are best adapted for Flute and Piano Duets, complete in case............... 300

*** This *Instrument would form a handsome present to a Gentleman Amateur.*

ORDINARY D FLUTES for beginners, made of well seasoned dark wood with one key and metal rings, with Instruction book.............................. 10

CLARIONETS in B flat, C, or E flat Cocoawood, with 14 German Silver keys, or rings on pillars, with all the newest improvements, each.................. 85

CLARIONETS ditto, old system, without pillars, with 14 Metal Keys, no case each.......................... 40

CLARIONETS ditto, with double tubing, Electro-Silver, each 130

BŒHM CLARIONET, Rudall and Rose's Patent. One of the most perfect Clarionets, ever finished ... 150

METAL CASED CLARIONETS.

These Instruments are specially manufactured for the use of Military Bands in India being one Wood Tube inside another of light metal, thereby giving the soft sweet tone of the Wood Clarionet without the risk of splitting, so common to Wood Instruments in this country.

These Clarionets have the full number of keys mounted on French pillars and fittings complete in a brass bound Oak Case; the prices are only a small per centage in advance of the Wood Clarionet.

E FLAT AND F FLUTES.

Of Cocoa Wood, with 6 German Silver Keys Rs. 30 & 25

PICCOLOS IN D, E FLAT, AND F.

Of Cocoa Wood, with 6 German Silver Keys 10

All of the above with *Tuning Slide and Screw Cork.*

FIFES IN B FLAT, OR C.

Cocoa Wood, with 6 German Silver Keys, and Mountings, and *Tunin Slide* 18

BRASS INSTRUMENTS.

CORNOPEONS.—The finest now in use are those by COURTOIS, the celebrated maker of all the principal Band Instruments in the world. A large stock of Instruments, by this celebrated maker, always kept in stock; price of Brass Cornet, with the improved water key, in case complete........................ 125

A fine collection of ordinary Cornets, of strong manufacture, powerful in tone, and remarkably easy to sound, ranging in prices from 50 to 100 Rs each, Cash.

CORNOPEONS, highly finished, of the best possible construction, treble plated by the Electro process, very rich tone, suitable for Solo Drawing or Room Instruments, complete in cases from 125

TRUMPETS.—In F, Long Bell, 3 Pistons and Crooks. 120

Trumpet (Regulation) 30

Bugles of the new regulation pattern, each with cord and tassel complete.. 28

CHROMATIC ATTACHMENTS, for converting the above Bugle into good and efficient Band Instruments; they can be played for perfect time and in the most difficult music, each 28

FRENCH HORNS,—with 3 Pistons, and 10 Crooks strongly fitted up in Black Boxes, with a Mouth pieces, Desk, &c., complete 150

BARITONES;—SAX HORNS AND TENORS.—Baritone Chromatic Horn in B flat, with 3 Pistons, sometimes called "Alt-Horn," and is in the same pitch as Tenor Trombone in B flat 135

Baritone Tuba (or Alt-Horn) in B flat with 3 Pistons. This Instrument is universally used in Military Band 130

Baritone Tuba in C, 3 Pistons, with B flat slide Bell upwards; suitable for Cavalry Regiments 130

TENORS.—Chromatic Horn in F and E flat, with 3 Pistons. This instrument takes the place of the French Horn for Brass Bands, and has a tone similar to that instrument. Sometimes called "Alt Horn."...

Tenor Chromatic Horn in E flat and D flat with 3 Pistons. Sometimes called "Alt Horn" 130

Sax Horn (Tenor) in F and E flat 120

Baritone, also termed Clavicord and Tenor Horn, in B flat or C 130

Alt-Horn in F, E flat, or D flat 125

SOUNDY & Co.,
Wholesale Importers.

Rampart Row, and Forbes Street, Bombay.

THEODOLITES, just to hand—
6 inch Everest pattern, by Elliott ....Rs. 500

Rampart Row. THACKER, VINING & Co.

DUMPY LEVELS, just received—

10 inch	with compass, by Elliott	Rs. 250
10 „	without compass, by Elliott	230
14 „	with compass, by Elliott	275
14 „	without compass, by Troughton & Sims	275
14 „	without compass, by Elliott	255

Rampart Row. THACKER, VINING & Co.

PRISMATIC COMPASSES, just received—3 inch with improved Floating Card, stand, and sling case, by Elliott ....Rs. 90

Rampart Row. THACKER, VINING & Co.

CHESTERMAN'S LAND CHAINS—

66 ft. steel chain, with arrows	Rs. 14
100 ft. steel chain, with arrows	20
66 ft. iron chain, with arrows	10

Rampart Row. THACKER, VINING & Co.

CHESTERMAN'S METALLIC MEASURING TAPES—

33 ft. Tape with leather case		Rs. 6 0
50 ft.	do.	7 8
66 ft.	do.	9 0
100 ft.	do.	11 0

Rampart Row. THACKER, VINING & Co.

BRASS ROLLING PARALLEL RULERS by Elliott—

6 inch	Rs. 12	18 inch	Rs. 28
9 „	15	20 „	32
12 „	20	24 „	38
15 „	24		

Rampart Row. THACKER, VINING & Co.

PLOTTING SCALES, by Elliott—
6 Boxwood Scales with off-sets, in case ......Rs. 25
6 Ivory Scales with off-sets in case.................. 70

Rampart Row. THACKER, VINING & Co.

SAGAR'S VELLUM TRACING CLOTH, in rolls containing 24 yards ....Rs. 24

Rampart Row. THACKER, VINING & Co.

WHATMAN'S DRAWING PAPER, just unpacked.
"Double Elephant" per Quire ....Rs. 15
"Antiquarian" do. 60

Rampart Row. THACKER, VINING & Co.

REQUISITES OF EVERY KIND for the use of Surveyors, Engineers, Architects, Draughtsmen, and Artists.

Rampart Row. THACKER, VINING & Co.

ARTIST'S OIL COLOURS, a full supply by the last mail steamer, also Brushes, Palettes, Palette Knives, prepared Mill Board, prepared Canvas, Oils, Varnishes, &c. &c.

Rampart Row. THACKER, VINING & Co.

OIL COLOUR BOXES, Strong Japanned Tin Cases, compactly filled with colours and every requisite for oil colour painting, price Rs. 35, 45, 50, and 55.

Rampart Row, THACKER, VINING & Co.

MORDAN'S GOLD PENS, a fresh supply of these unequalled Pens at Rs. 5, 10 and 16.

Rampart Row. THACKER, VINING & Co.

MORDAN'S IMPROVED TELESCOPIC PEN and PENCIL HOLDERS.—For strength, compactness, and elegance, are unequalled.

Solid Silver Fluted	Rs. 10 8
Do. do. Engine-turned	11 8
Do. Gold Fluted (10 carat)	48 0
Do. do. do. (15 carat)	75 0
Do. do. Engine-turned (15 carat)	80 0

Rampart Row. THACKER, VINING & Co.

THE COMPENDIUM OF GAMES, a neat box with lock, containing the following, all of the best quality: Chess, Draughts, Backgammon, Dice, the Race Game, Counters, Dominoes, 2 packs Cards, Cribbage Board, &c. &c.

*** *The above will be found a most convenient and welcome companion to travellers and those engaged in outstations.*

Rampart Row. THACKER, VINING & Co.

OFFICIAL BLUE-LAID PAPER AND ENVELOPES.—To insure freshness small consignments of this favorite stationery are regularly received. Note size per ream Rs. 6, Letter size per ream Rs. 12, Envelopes per thousand Rs. 9-8.

Rampart Row. THACKER, VINING & Co.

SAUNDERS'S BEST HAND MADE FOOLSCAP PAPER.—The attention of the Heads of Offices is respectfully directed to the above as being unsurpassed in quality and seldom available when required.

Rampart Row. THACKER, VINING & Co.

BLANK BOOKS.—A small consignment of Blank Books of sizes, ruled and not ruled, and Letter Copying books, just unpacked; also Private Cash-Books and Ledgers with Locks.

Rampart, Row. THACKER, VINING & Co.

COMMERCIAL INTELLIGENCE.

THE SHARE MARKET

FRIDAY AFTERNOON.

MARKET flat, nothing doing.

BOMBAY DAILY BILL AND STOCK LIST.

BANKS.

Subscribed capital.	Nominal value of sh.	Paid up.	Dividend.	Names.	Rates.
	Rs.	Rs.	pr. ct.		
2,140,000	1,000	1,000	8	Bank of Bengal	1,600 per share.
10,40,000	1,000	1,000	5 p ct	Bank of Bombay	76 p ct dis
1,000,000	25	150	......	Bombay Pres. Bank	60 per sh.
2,000,000	200	200	Rs6 p.	Bombay Trading & Banking Association	43 per share.
3,000,000	100	100	......	Brokers' Banking Company	60 per share.
1,000,000	350	250	nil	Central Bank	11 per share.
800,000	200	200	5	Chartered Bank of India A. & China	180 per share.
800,000	200	1	......	China Bank	18 per share.
750,000	25	25	11	Chartered Mercantile Bank of Ind. London & China	15 per cent.
1,600,000	200	200	14	Comptoir d'Escompte d'Paris	Nominal.
1,000,000	500	500	9	Delhi and London	No quotation.
600,000	200	200	......	Indian Peninsula London & China B	15 p share
3 750,000	1,000	1,000	13	Madras Bank	40 p c pm
1,000,000	250	12	8 p ct	National Bank India	11½ per sh.
1,500,000	250	250	10	Oriental Bank Corp	6 p ct pm ex-di
600,000	200	200	......	Asiat. Bank	65 per share
....	250	100	......	[illegible]	70 per share

FINANCIAL ASSOCIATIONS.

....	400	100	15	Bengal Credit Mob.	45 per sh.
,200,000	400	12	......	Financial Asso. of India and China	54 p. share.

RAILWAY COMPANIES.

	£20	all	5 p ct	G. I. P. Railway Consolidated Stock	223 per sh.
	£20	£10	5 p ct	Do. New £20 share	No quotations.
	£20	£2	5 p ct	Do.	
	£20	all	5 p ct	Bombay, Baroda & C. I. R. Co.	

LAND COMPANIES.

2,000,000	10,000	5,000	......	Back Bay Reclamation Co.	1,600 p. s.
1,080,000	1,000	1,000	20 p s	Elphinstone Land Co.	495 per share
1,089,000	1,000	400	......	New Dock	100 p. s.
3,000,000	10,000	4,000	......	Frere Land Co.	50 p. s.
110,000	2,000	900	......	House and Land Investment Co.	No quotation.
100,000	5,000	5,000	......	Mazagon Land and Reclamation Co.	410 p. sh
....	2,000	1,100	25 p s	Port Canning	5 per share
2,100,000	10,000	6,200	......	United Victoria & Colaba Land Co.	1,185 p. sh.

SHIPPING COMPANIES.

500,000	5,000	3,000	....	Bombay Ship Co.	1,450
250,000	2,500	2,000	26	B. Coast and River Steam Nav. Co.	375 per share.
60,000	1,000	1,000	......	Bombay Landing & Shipping Co	1,015 per share.
300,000	5,000	1,500	....	Bombay and Bengal Steam-ship Co.	750.
160,000	4,000	2,500	....	Prince of W. Ship Co.	1,600 per share
150,000	500	500	....	Viegas Patent Slip & Foundry Co.	225 per share.
		1,000	....	Union Shipping Co Limited	No quotations
....	....	1,000	......	Western India Ship Co.	

EXCHANGE.

On.	Terms.	Rates.
London Banks	4 months' sight	1s. 11¼d.
Do. Credits	4 Do. do.	1s. 11½d. to ⅝d.
Do. Documents	4 Do. do.	1s. 11⅝d.
Calcutta	At sight	100½.
Do.	30 days' sight	99¾.
Do.	60 Do. do.	99.
Madras	30 Do. do.	1 dis.
China	60 days sight	218.

BANK OF BENGAL.

Government Securities ... 8 per cent.
Mercantile Bills ... 11 do.

RATES OF DISCOUNT.

BANK OF BOMBAY.

Government Securities ... 7 per cent.
Mercantile Bills ... 10 do

GOVERNMENT SECURITIES.

Four Per cent. Sicca Rs. Transfer Loans		Rs. 88½
Sicca Loan	1832-33	92
Co.'s	1835-36	88
	1842-43	88
	1854-55	88
Five per cent. Co.'s Rs. Loan	1856-57	105¼
Five per cent. Public Works Loan	1854-55	110¾
Five and a half per cent.		101

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-8-0.
Bank of England Notes	10-4
Spanish Dollars	225
Carolus	226
Mexican Dollars	220
German Crowns	210
Five-Franc Pieces	223
Bar Silver	108-8-0
Gold Leaf	6-10
Bar Gold 10 oz English	15- 0

DAILY COTTON MARKET REPORT.

BOMBAY, 7TH JUNE.

OLD

	PER CANDY.
Dharwar Sawginned	225 to 230
Compta	190 to 205
NEW.	
Oomrawuttee, Akote, Khandeish	230 to 238
Barsee, Dhollera	228 to 230
Bhownuggur	235 to 238
Hingunghaut	245 to 250
Broach	238 to 242
Veeravul	220 to 230
Vingorla	235 to 235
Compta	235 to 240
Dharwar Sawginned	260 to 262

Ready Sales.................. 450 Candies.

Market strong.

MILITARY.

ARRIVALS.—JUNE 7.

Carey, Captain, Royal Horse Artillery, on leave, from Kirkee.
James, Lieutenant E., Staff Corps, on medical certificate, from Poona.
Gould, Lieutenant 96th Foot, en route, from Poona.
Grant, Lieutenant Colonel L., Madras Staff Corps, to rejoin, from Madras.

DEPARTURES.—JUNE 7.

Grant, Lieutenant Colonel L., Madras Staff Corps, to rejoin, to Kamptee.
Rynes, Lieutenant C. L., Adjutant 2nd Granadier N. I., to join, to Surat.
Walker, Lieutenant E., 21st Fusiliers, on leave, to England.
Malcomson, Captain A., 95th Foot, on sick leave, to England.
Davis, Staff Assistant Surgeon J. R., on leave, to Kirkee.
Heyland, Colonel C. B., Staff, on duty, to England.
Johnston, Surgeon T. P., 26th Regiment N. I., to rejoin, to Baroda.
Carey, Captain, Royal Horse Artillery, on leave, to Kirkee.

GARRISON ORDERS.

BY BRIGADIER GENERAL RUSSELL.

Bombay, Fridday, 7th June.

FURLOUGHS, LEAVE OF ABSENCE, &c.

Riding Master R. Stoyell, 14th Brigade Royal Artillery, has obtained leave to proceed to England by the overland route on medical certificate, subject to confirmation.

This officer is not available for duty with troops.

ARMY GENERAL ORDERS.

BY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Poona, 6th June, 1867.

Lieutenant Marshall, officiated as wing officer, 25th Regiment N. L. I., in addition to his own duties, from the 25th to 31st May.

The following General Orders by His Excellency the Commander-in-Chief in India are published for information:—

Head Quarters, Simla, May 13.

The Commander-in-Chief in India is pleased to assign local rank of Captain to the undermentioned officer:—

1st Battalion 4th Foot.—Lieutenant and Adjutant H. A. G. Todd, dated 1st May.

Official notification has been received of the undermentioned officers of the 1st Foot, having on their recent promotion, been posted to the Battalion specified:—

Captain G. Deane, to 1st Battalion, and Lieutenant J. Pratt, to 2nd Battalion.

SHIPPING.

DAILY FREIGHT REPORT.—7TH JUNE.

PORT.	COTTON.	SEED.
To London	£3 5s. per ton.	15s.
„ Liverpool	£3 10s. to £4 p. t.	10s.
By Overland Route	£7 0s. per ton.	......
To China	Rs. 6 per bale.	......
„ Mauritius	No business.	......

SHIPPING.

JUNE. ARRIVALS.

7	T. E. Lemon	Rainey	Aden	May 20.
	Welcome	Nacoda	Zanzibar	May 21.
	Louisa	Nacoda	Coorla Mooria	May 29.
	Blew Jacket	Mitchell	Calcutta.	
	Star of the North	White	Liverpool.	
	H. M.'s Victoria (s)	Westbrook	Aden	May 27.

The barque *Gazelle*, Nacoda, bound to Zanzibar, obtained her port clearance yesterday.

The B. C. & R. S. N. Co.'s S. S. *Earl Canning*, for Calcutta, began to load yesterday.

CALENDAR.—JUNE 1867.

PHASES OF THE MOON.

First Quarter .... 9th 11h. 28m. A. M.
Full Moon .... 17th 9h. 45m. A. M.
Last Quarter .... 25th 10h. 19m. P. M.

Days	Dates	Sundays, Festivals, &c.	Sun Rises	Sun Sets	High Water Bombay Harbour. Morn.	Even
			h. m	h. m	h. m.	h. m.
Sat.	8	Jupiter rises at 11-43 P. M.	5 23	6 34	2 56	3 22
Sun.	9	Pentecost—Whit Sunday.	5 23	6 35	3 50	4 23
Mon.	10	Venus rises at 3-35 A.M.	5 23	6 35	4 54	5 27
Tues.	11	Saturn sets at 3-34 A. M.	5 23	6 35	6 5	6 43
Wed.	12	Mercury in greatest Hel. N. L. at 4-5 A.M.	5 23	6 36	7 17	7 49
Thurs.	13	Neptune in the meridian at 7-23 P.M.	5 23	6 36	8 18	8 44
Fri.	14	Saturn 2° S of Moon at 6-41 A.M.	5 23	6 36	9 9	9 31

NEW ADVERTISEMENTS.

OUR "OVERLAND SUMMARY" is now ready. It contains, in addition to all the News of the Fortnight, specially-written Market and Freight Reports, and a well-digested Summary of Events.
ANNUAL SUBSCRIPTION,......... Rs. 10.
SINGLE COPIES, ... 8 As. each.
Bombay Gazette Office, Meadow Street, Fort.

Now ready.
THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,
Published on the departure of each Overland Mail for England,

CONTAINS a Statement of Imports and Exports; Customs' Duties; Tables of Weights, Monies, and Measures; detailed Prices Current of Europe Goods and Eastern Produce; Lists of Shipping Arrivals and Departures for the fortnight; a List of Square-rigged Vessels in Harbour on the date of publication:
AND A SPECIALLY-WRITTEN FORTNIGHTLY REPORT ON THE BOMBAY MARKET.
Annual Subscription in advance Rs. 10.
Single Copy, 8 As. each.
Bombay Gazette Office, Meadow Street, Fort.

COPPER PLATE PRINTING, ENGRAVING, &c. &c.

THE PROPRIETOR of the *Bombay Gazette* Press, has now completed arrangements by which he is prepared to execute Copper Plate Printing and Engraving on the Premises.
Cheques, Bills of Lading, Office, and Bank Seals, Seals for stamping Envelopes, &c., Card Plates, Wedding Cards, &c., &c, engraved to order, and at moderate prices. Specimens may be seen at the Office.
May 1867.

ADVERTISING AT RAILWAY STATIONS.

The Proprietor of the "BOMBAY GAZETTE" PRESS having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of Advertising, at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices, Advertisements, or Placards, at all or any of the Stations along either of the lines.
The announcements may be in English or in any of the Native languages.
The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every stations great and small, along every line in the United Kingdom.
Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others, who wisq to force their business on the notice of the public, alike value the privilege of Railway Station Advertising.
There is no reason why the privilege should not be also specially valueable to Advertisers in India. Looking to the reat and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c, (seeing that they have the privilege of advertising in their own language) should find the publication of their announcements at Railway Stations a lucrative means of extending their business.
Placards, according to the taste of Advertisers, may be printed at the *Bombay Gazette* Press.
Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.
Terms of Advertising may be learned on application to The Manager, *Bombay Gazette* Press."
BombayGazette Press, April, 1867.

NEARLY READY.

"PUNCH IN INDIA,"
No. 7.
MAY NUMBER.

CONTENTS.
CARTOON.—ALL KOOSH—OR OUR MASTERLY INACTIVITY POLICY.
HALF PAGE—THE TALE OF A SHELL OR THE UNSOPHISTICATED COOMBEE,—TABLEAU the III, *The* Bursting of the shell ! ! !
TWO PAGES of VIGNETTES, representing how our stout contributor went to Nagpore.

PUNCH IN INDIA can be obtained *in Bombay*—At Messrs. THACKER, VINING & Co., Rampart Row, and Messrs. CHESSON & WOODHALL, No. 10, Hummum Street.
In Poona—At Messrs. ROGERS & Co., 23, Civil Lines.
In London—At MR. G. STREET, 39, Cornhill.

NOTICE is hereby given that the BANK OF BOMBAY has in pursuance of the power of sale granted to them in the Indenture of Mortgage bearing date the 3rd September 1866, and made between JEWRAJ BUTTONSEY of Bombay Hindoo Inhabitant of the one part and the said Bank of Bombay of the other part, sold by Public Auction to SOONDERDASS MULJEE. All that piece or parcel of ground with a shed standing thereon, situate, lying, and being on the west side of Cojee Syed Street without the Fort walls of Bombay, in the Bhooleshwar Division, admeasuring 228 6/9 square yards the same little more or less assessed under No. 106 by the Collector of Land Revenue, and bounded as follows—that is to say on or towards the North by the vacant ground late of the said Jewraj Ruttonsey, and lately purchased by the said Soonderdass Muljee from the Trustees of the Estate of the said Jewraj Ruttonsey, on or towards the East by Cojee Syed Street, on or towards the South by the house of Fukeera Wagjee, and on or towards the West by a vacant ground of the said Jewraj Ruttonsey. Any person having or claiming any Estate or interest by way of mortgage, inheritance or otherwise in the above mentioned premises, is required to make the same known to the undersigned solicitors for the purchaser at their office No. 6 in Apollo Street, Bombay, within 14 days from the date hereof otherwise the purchase will be completed without reference thereto if any such claims there be.—Dated this 7th day of June 1867.
ACLAND, PRENTIS AND BISHOP,
Purchasers' Solicitors.

MONSOON ALTERATIONS.

Now ready,
THE INDIAN TRAVELLERS' GUIDE FOR JUNE.
PRICE—EIGHT ANNAS.

CONTENTS:—
MAP OF INDIA.
Contents.
Index to Railway Stations
Index to Places by Steamer and Dak
Introduction
RAILWAY TIME TABLES:—
Great Indian Peninsula Railway
Bombay, Baroda, and Central India Railway
Scinde Railway
Punjaub Railway
East Indian Railway
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway
Indian Branch Railway
Delhi Railway.
Madras Railway
STEAM NAVIGATION COMPANIES:—
P. and O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales
Austrian Lloyds
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company
Bombay Coast and River Steam Navigation Company
China Steamers
Indus Steam Flotilla
Punjaub Steam Flotilla.
Irrawady Flotilla
India General Steam Navigation Company.
DAK COMPANIES:—
Agra and Nassick Mail Carts
North Western Dak Company
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak
Delhi and Umritsur Dak
Punjaub and North Western Company
Commercial Transport Association Company
Victoria Horse Dak.
Oudh Horse Dak Company.
Deccan Horse Dak.
ROUTES BY STEAMERS.
ROUTES IN THE BOMBAY PRESIDENCY, &c.
ROUTES IN THE CENTRAL PROVINCES.
LIST OF TRAVELLERS' BUNGALOWS ALONG THE TRUNK ROADS OF WESTERN INDIA
SCALE OF FARES FOR SHIGRAMS, BUGGIES, &C. IN BOMBAY.
SCALE OF FARES FOR BOATS FOR BOMBAY HARBOUR.

The Map shows the Railways, Railway Stations, Roads, Lines of Internal Navigation, &c.

Published at the *Bombay Gazette* Press.
AGENTS:
Bombay:—Messrs. Chesson and Woodhall and Messrs. Thacker, Vining & Co.; and all Railway Stations and Hotels.
Poona:—Messrs. Chesson and Woodhall, East Street,
London:—F. Algar, 11, Clement's Lane

THE "BOMBAY SATURDAY REVIEW" IS
Published every Saturday afternoon at six o'clock.

THE "BOMBAY SATURDAY REVIEW" OF THIS AFTERNOON WILL CONTAIN:
LEADING ARTICLES:—
1. Statistics of British India.
2. The Kingdom of Kutch.
3. Indian Textile Manufactures.
4. The East Indian Association and Mr. Dadabhoy Nowrojee's address.
THE WEEK.
LOCAL AND GENERAL NEWS.
LATEST TELEGRAPHIC INFORMATION, EUROPEAN AND INDIAN.
COMMENTS ON THE WEEK, WITH ALL
THE COMMERCIAL, SHIPPING & MILITARY NEWS OF THE WEEK.

TERMS OF SUBSCRIPTIONS.
Post Edition...Rs. 23 4 per Annum (in Advance).
„ „ 2 8 per Month.
Town Edition „ 20 0 per Annum (in Advance).
„ „ 2 0 per Month.

RATES OF ADVERTISING.
Five lines and under............................Rs. 4 0
Sixth and succeeding lines, each .... „ 0 6

Printed and Published at the *Bombay Gazette* Office Meadow Street, Fort, Bombay.

NEW ADVERTISEMENTS.

MONSOON SALE.
J. & W. WATSON & Co.,
LINEN AND WOOLLEN DRAPERS, SILK MERCERS, CIVIL AND MILITARY TAILORS, AND GENERAL OUTFITTERS, ROBEMAKERS BY APPOINTMENT, &c.

We have now commenced to clear out the remains of our last season's purchases, at great reductions, and to which we respectfully direct the attention of our Constituents and the Inhabitants of Bombay generally.
The articles will be found to be of first-rate value:—
CHECKED AND STRIPED GRENADINES from Rs. 0-8 to 0-12
PLAIN AND FANCY MOHAIRS from Rs. 0-6 to 0-8.
GREY LAMAS from Rs. 1-0 to 1-12.
BLACK FRENCH TWILLS from Rs. 1-0 to 2-8.
BLACK PARAMATTAS from Rs. 1-4 to 3.
BLACK BAREGE ROBES from Rs. 3-0 to 5-8.

MUSLINS.
A lot of the best French Organdie Muslins from Rs. 0-10 to Rs. 1-0.
STRAW HATS AND BONNETS from Rs. 0-8 to 5.
PLAIN AND FANCY PARASOLS from Rs. 3 to 10-8.
INFANTS EMBROIDERED ROBES from Rs. 4 to 20.
SETS OF COLLAR AND SLEEVES from Rs. 0-8 to 5.
EMBROIDERED MUSLIN JACKETS from Rs. 1-8 to 5.
Do. SKIRTS from Rs. 3-8 to 10.
LACE AND TULLE SKIRTS from Rs. 5 to 25.

SHAWLS.
PINEAPLE FIBRE and GRENADINE from Rs. 5 to 12-8.
LAMA AND BAREGE from Rs. 5-8 to 13-8.

RIBBONS.
PLAIN AND FANCY RIBBONS (all widths and Colors) per yard from Rs. 0-2 to 1-0.

GLOVES.
BEST FRENCH KID GLOVES (slightly spotted) from Rs. 0-12 to 3-0.
The above are soft and very suitable for driving.
COLORED CASHMERE GLOVES from Rs. 0-8 to 2.
A capital Monsoon Glove.
WHITE and COLORED SILK GLOVES from Rs. 0-4 to 2.
WHITE and COLORED LISLE THREAD GLOVES from Rs. 0-4 to 2.
WHITE DOESKIN GAUNTLETS.
LADIES' FRENCH COTILLE STAYS from Rs. 3-8 to 6-8.

HOSIERY.
A few dozens of Ladies' and Children's Hose and Sox, in Lisle Thread and Cotton very slightly damaged from Rs. 3-0 to 15-0.

FLANNELS.
Saxony, Lancashire and Real Welsh Flannels from Rs. 0-12 to 8.

BOOTS AND SHOES.
Black Satin Boots (a little discolored) from Rs. 3-8 to Rs. 7-8.
Ladies' and Children's Boots and Shoes, slightly damaged, from Rs. 0-8 to 8-8.
Wool Polkas, all sizes, from Rs. 1-0 to 3-0.
A few pairs of the best Moderator Lamps with Globes, &c. complete, per pair from Rs. 15-0 to 30-0

NEW WATERPROOF CLOTHING.
Ventilated Waterproof Coats.
Slate Gossamere Do.
Black Reversible Do.
Drab Treble Do.
American Oil Cloth, in different colors.
Waterproof Sheeting in different widths.
Pilot Cloth for Servants' coats at Rs. 5, per yard.

JEWELLERY DEPARTMENT.
Our Stock of Jewellery is replenished at short intervals with consignments of New Goods, and will always be found to contain every novelty.
Every article is personally selected, and is of the best London Make, so very much superior to Birmingham made Jewellery.

Ladies' Gem Rings, from Rs. 5.
Eardrops. | Bracelets.
Necklets. | Brooches.
Gentlemen's Signet Rings, from Rs. 10.
Studs in Sets. | Scarf Rings.
Collar Studs. | Scarf Pins.
Links. | Solitaires.
PLAIN AND DOUBLE LOCKETS.
Albert Chains. | Necklet Chains.
Long Neck Chains. | Ladies' Alberts.
Gold and Silver Hunting Watches.

JET GOODS.
Bracelets. | Long Neck Chains.
Brooches. | Necklet Chains.
Agraffes. | Solitaires.

POONA ESTABLISHMENT.
Our Branch Establishment is now open and the Stock, having been purchased expressly for the Poona Season, will be found to be New and perfectly Fresh.
Mofussil orders for Fancy Goods addressed to Poona will receive prompt attention.
J. & W. WATSON & Co.,
Medow Street. Bombay & Poona.

TO BE SOLD a BARGAIN, the property of a Gentleman leaving Bombay, a first-rate MINATURE BROUGHAM cost when new 2,000 Rupees and has only been used a few months. To be seen at JAFFER SULLIMON'S.

MESSRS. ROGERS & Co., beg respectfully to remind their constituents that on SUNDAYS their Dispensaries are open only for the sale of *Medecines* and of *Articles necessary in sickness.*
Bombay, 7th June 1867.

NOTICE.—TO LET, a commodious BUNGALOW on the Hill at Worlee facing the Sea. For particulars as to rent, &c., apply to Mr. S. TRENN at the Hon'ble Mr. Munguldass Nathoobhoy's Residence, Girgaum Back Road.
Bombay, 6th June 1867.

FIFTY RUPEES REWARD.—LOST on the 10th of March last, supposed at the Byculla Station from the Luggage Van of the 9.32 A.M. Train to Poona, a half-bred white Persian Cat, whoever will bring the same to the Adelphi Hotel, Byculla, on or before the 12th instant, shall receive the above reward.

BOMBAY LANDING AND SHIPPING COMPANY (LIMITED.)—At the EXTRAORDINARY GENERAL MEETING called for THIS DAY, June 7th, 1867 at the Company's Offices, David Sassoon's Buildings, Elphinstone Circle, there not being a quorum of Shareholders present, the Meeting was adjourned to FRIDAY, 14th June 1867 at 3 P. M.
J. R. K. JOHNSON, Acting Manager.
Bombay, 7th June 1867.

NOTICE.—Consignees of Cargo per Ship "GREEN JACKET," arrived from Calcutta, are hereby requested to send boats alongside immediately, failing which the goods on board will be landed as they come to hand at the risk and expense of the concerned.
Captain Mitchell will not be responsible for the condition of any package after it leaves the Ship's deck.
GADDUM & Co.,
Agents Ship *Green Jacket.*

MESSRS. BAZENJEE & NUSSERWANJEE—On WEDNESDAY the 12th instant, at 1 o'clock P. M., Messrs. Bazenjee and Nusserwanjee will sell by Auction, at Kalbadavy Road, No. 24, the property of Eoraham Essack & Co., Shopkeepers, winding up their business; consisting of Carved Blackwood furniture, such as Chairs, Tables, Couches, Teapoys, Sideboards, Chiffoniers, Cots, Presses, Wardrobes, Chest of Drawers and various other articles. The property will be on view from MONDAY.
BAZENJEE NUSSERWANJEE.

BOMBAY DIOCESAN BOARD OF EDUCATION.—The Board has the pleasure to announce that a Girls' School of a superior character has been opened, under the superintendence of Mrs. DuBois, in connection with the Boys' School already established in the Freemason's Hall.
Instruction will be given in Reading, Writing, Arithmetic, History, Geography, Plain and Fancy Needle Work, Music, Drawing and French.
For full particulars, apply to the Rev. E. H. DuBois, Freemason's Hall, Mazagon.
G. C. REYNELL, Hon. Sec.
Bombay, 6th June 1857.

PHOTOGRAPHY.—TREACHER and Co. (LIMITED) invite the attention of Amateur and Professional Photographers to their large and well assorted Stock of Photographic Apparatus, made specially for this climate, to which they have just added a consignment of
CAMERAS AND LENSES,
WATER-TIGHT BATHS,
PLATE BOXES,
PRINTING FRAMES,
PATENT GLASS PLATES,
GLASS AND PORCELAIN WARE,
PHOTOGRAPHIC TENT,
Do. ALBUMS,
ROLLING PRESSES FOR CARTES DE VISITE, COLLODIONS, ALBUMENIZED PAPERS, &c. &c.
Also—solid and other accessories for the Photographic Studio, and a variety of materials required in the practice of the Art.
Photographic Depot, Byculla.

NOTICE is hereby given that the Trustees under Act XXVIII. of 1865 of the Estate of COWASJEE MANECKJEE LIMJEE, will sell by Public Auction on MONDAY the 17th day of June, instant, the following property under the power of Sale contained in Mortgage Indenture bearing date the 12th day of June 1865, executed by Ragoonath Wittoba, to the said COWASJEE MANECKJEE LIMJEE, for particulars and conditions of sale, apply to Messrs. BOMONJEE DOSSABHOY, the Auctioneers or to the undersigned.
All that piece or parcel of land or ground with the two several messuages, tenements, or dwelling houses and outhouses, situate, lying, and being at Chundenwady, without the Fort of Bombay, containing by admeasurement 410 5/9 square yards or thereabouts, and which said land or ground is registered in the Books of the Collector of Bombay, under Nos. 28 and 163, and the said messuages are assessed by the Collector of Assessments under No. 491.
KELLY & Co., Solicitors
To the Mortgagees.

POSTAL NOTICES.

OVERLAND MAIL.

THE Overland Mail, per P. & O. Company's Steamer "DELHI," will be closed on SUNDAY, the 9th June, at 2 P. M. An after-packet will be kept open on payment of the usual fee of 8 annas (which must be prepaid by stamps) until 3 P. M.
Registered letters will be received until 1 P. M.

CHINA MAIL.

THE Post Office packets for Ceylon, Penang, Singapore, and Hongkong, per P. and O. Company's Steamer will be closed on SATURDAY the 15th June, at 6 o'clock P. M. A packet for late letters will be kept open on payment of the usual fee until 7 A. M. on the 30th instant.

COLONIAL POSTAGE.—Under orders from Government, no Indian Inland postage will in future be levied on letters received for delivery from or despatched by Her Majesty's Mails or French Mail steamers to Ceylon, Penang, Singapore, China, Hongkong Australia, Mauritius, Port Louis, Natal, Reunion, Port Elizabeth, Cape of Good Hope, St. Helena, Ascension, Malta and Gibraltar.

OCEAN MAILS.

The following Ocean Mails will be made up and despatched at the time named:—

	Date of departure.	Mail will close.	An after Packet will be made.
China, Ceylon, Penang, Singapore, Hongkong	15th and 30th.	6 P. M. previous evening.	7 A. M. on the day of departure.
Cape of Good Hope, Mauritius, Natal, Reunion, St Helena	15th.	Ditto.	Ditto.
Muscat, Persian Gulf, Bussorah, Bagdad	3rd and 17th.	12 noon on the day of departure.	None.
Ratnagherry, Vingorla, Goa, Karwar, Beypore, Mangalore, Cochin, Calicut, Cannanore, Tellicherry	Every Saturday.	12 noon on the day of departure.	None.
Kurrachee	12 hours after the arrival of each Overland Mail.		None.

The Bombay Gazette

SATURDAY, JUNE 8, 1867

THE prolonged sittings of the Dock Committee makes us anxiously enquire whether these sittings are to be permanent? We fear that like the Long Parliament our Dock Committee will be distinguished as the Long Committee. While we grant the necessity that existed for a full and careful enquiry into the evidence which might be adduced to enable the Committee to come to a good decision on a very important public question, we cannot help thinking the Committee are going the wrong way about their work, and are not only wasting their own time but the time of other people. The lengthy examination to which each witness has been subjected for the purpose as it were of answering a number of petty and irrelevant questions which seemed to strike the fancy of the examining members, only serve to show how imperfectly the Committee were prepared for taking up this enquiry. Patience has been the most marked virtue throughout the enquiry. The patience of the Committee appears inexhaustible; they appear determined to sit until they have examined every man in Bombay; the patience of the witnesses is beyond all praise, especially when we find several of them serenely replying to questions which only served to confuse both themselves and the Committee. We should like to know how many of the witnesses already examined are satisfied that the evidence elicited from them has been *their* evidence, and how many there are who would like to subscribe their names to what the Committee has pumped out of them? Or we might put our question another way and ask what would be the difference in the replies of the witnesses if they were requested to answer questions relating to the docks in a deliberate manner upon paper? The value of the evidence already taken must be guaged by the value of the questions put to the witnesses. It is unfortunate both for the enquiry and for the Committee themselves that the most important questions to be asked of each class of witnesses was not pre-arranged and the enquiry conducted accordingly: this is the weak point in the Committee's proceedings. If a few printed copies of the most important questions had been circulated beforehand, the witnesses would have come prepared with answers, and the Committee could have confined the enquiry within proper limits. This would have saved much time, and at the close of the enquiry the Committee could have ascertained the amount of opinion for or against each particular division of the question, which we fear cannot now be done. We are unable at present to say which way the evidence tends, whether in favour of docks or against their construction, and we do not see how the Committee can enlighten our darkness. Before the enquiry commenced we were better able to see our way through the question than we now are; for the character of the examinations has been hazy, and of course the evidence elicited is hazy also. Just because the Committee were new to the work entrusted to them, the individual members should have prerared themselves for understanding the question thoroughly before beginning the enquiry. It was expected they should guide the enquiry and keep the witnesses to the special points which required elucidation; instead of this we find the committee wandering from the main features of the enquiry over and over again, and asking very foolish questions of men who were really anxious to do the best they could to clear up the doubts hanging about the dock question. It must be expected in all such enquiries that many witnesses would be found ready to say too much; the duty of the Committee would be to check all unnecessary remark. There was the evidence of fact, and also the evidence of opinion upon any suitable question; on the former too much could not be said, while on the latter the less said the better. We have a whole sitting of the Committee devoted to the examination of a Police Officer, to tell the Committee how the European seamen frequenting the port behaved when they got released to the shore after the long confinement of a sea-voyage round the Cape. The Committee heard,—we suppose with no little astonishment—that Jack was troublesome, not only to the living, but sometimes to the dead, and that the police had now and then to step in to quell a row, which the Police Officer prefers to call a riot. We wonder he did not adduce a few instances in which Mr. Barton was called upon to suspend the Habeus Corpus Act and proclaim martial law? Before the establishment of the overland route to India it is well-known how difficult it was to prevent passengers coming round the Cape from getting into scrapes during the voyage. When these passengers came on shore, perhaps some of them indulged in the luxury of kicking up a Bombay Police riot, just as we sometimes find Jack doing. This unwarrantable and unpoliceman-like conduct must be set down to an exuberance of spirits provoked by a release from the irksome restraints of ship-board life. We fail to see what earthly bearing this frolicsome characteristic of Jack has to do with the dock question. We should have supposed that the Committee knew as much of the shore character of sailors as any policeman in Bombay.

It is only by a complete acquaintance with the subject of enquiry, and also some previous experience in the art of eliciting evidence, that men become competent to discharge the duties of members of investigating Committees. Our Dock Committee deemed it of no importance to prepare themselves for the new duty to which they had been nominated, nor did they seem to consider it necessary to allow the witnesses to come prepared to reply to fixed questions. The public have lost something in consequence of these imperfections, for the settlement of the dock question must be distant as ever. The testimony is too conflicting, and what is of much more consequence, is too vague, especially on the commercial division of the subject. Very much has already been said about the sanitary objections to Mr. Aitken's dock scheme, and we fear that a large proportion of the objections which were urged on several other parts of the enquiry were made the most of because the scheme was supposed to be "Mr. Aitken's dock scheme." Perhaps it was not possible to assemble a Committee and collect witnesses all free from—we will not say bias, but—a turn of opinion for or against the scheme, and probably the same thing occurs in all public enquiries which demand the examination of a large number of witnesses. The value of the decision must after all be affected by the power of discernment of the Committee, with whom must rest the entire responsibility of arriving at a satisfactory solution.

The Committee's report is not yet before us, and we refrain from any remarks which might operate one way or the other at the present stage of the enquiry. Our object in this article has been to endeavour to show that the public, and even many of those who have been examined by the Dock Committee, are not quite satisfied that the enquiry has been conducted so well as it might have been, and that as these open enquiries by Committees for investigating public questions are likely to be frequently resorted to in the future, much care should be taken in appointing commissions in the first place, and after this has been done, such Commissions should proceed to enquiry only after agreeing to the main points of evidence that should be elicited. In the reports of the proceedings of the Dock Committee we find the members giving open expression to their own private opinions between the replies to questions. Now, considering that they possess the power not only of embodying their joint views in their final report to Government, but also of expressing their individual opinions where these differ in any important respects from those of their colleagues, we think the proceeding highly objectionable if in no other way than that of lowering the tone and dignity of the investigation. In the enquiry into any future subject by public Commission we should like to see the witnesses selected before the enquiry began, and the men duly warned long before they were summoned. This would have at least one very beneficial effect in permitting the witnesses to talk and think over the points upon which they were likely to be examined before they were called up, instead of as we now find them discussing and considering the subject after they see their evidence in print.

THE following is taken from our *Overland Summary* of this morning:—

When the last mail left we were able to state, from our correspondent at Cabul, that Sirdar Fyz Mohammed, Khan the valiant general of the Ameer Shere Ali Khan, the successor-elect of Dost Mohammed, had entered Cabul and that the rival claimant of the supreme power, Afzul Khan, was closely beseiged in the fort of Balla Hissar. Our later advices inform us of a sudden turn of fortune which has brought the hard-pressed Ameer some short respite from his troubles. Azim Khan, his supporter, who was opposing near Candahur the progress of the young Yakoob Khan (son of the Ameer Shere Ali and Governor of Herat) has adroitly stirred up a movement in General Fyz Mohammed's province of Turkistan in favor of his own father-in-law, the former ruler of the province. Fyz Mohammed to save his own province, which in fact he had wrested from his master, raised the seige of Balla Hissar, left Cabul, deputing the command of the beseiging army to one of his followers with instructions to watch Cabul until his return. Meanwhile the son of the beseiged Ameer pushed on from Candahar with 6000 men to bring his father relief, and he had scarcely left Candahar when the young and valiant Yakoob Khan (he is not yet twenty years of age) pounced upon his uncle Azim Khan who was keeping him at bay at the river Gurishk and drove him into Candahar, after capturing some guns and war stores. Peaceful counsels, rendered more palatable by the hard shifts he has recently been put and the likelihood of Fyz Mohammed's immediate return to renew the siege, are prevailing with the Ameer-Afzul Khan at Cabul who has sent overtures for peace to his brother, the Ameer-elect of their father, proposing that each should hold what he already possesses. We observe that the Calcutta *Englishman* states that the Ameer Shere Ali has been promised a powerful contingent of disciplined Russian troops to enable him to recover his possessions, and if the statement be true he can only return one answer to his brother's proposal. To the enmity which Sir John Lawrence's recognition of his rival must engender must be added a feeling of gratitude to Russia; and Russia generally begins her conquests and annexations in the guise of a friend. The same journal states that the latest rumours from Central Asia speak of the utter extension of the Mahomedan power in Bokhara. Our own correspondence informs us that the ruler of Bokhara has given over charge of the Amou Daria to the Russians who are already laying down a railway to Kokan and are about to lay a telegraphic wire from that city to the very palace of the King of Bokhara.

BY the arrival of H. M's steamer *Victoria*, from Aden yesterday afternoon, we hear that Colonel Merewether has returned from Massowah, where he had been for the purpose of forwarding an ultimatum from Government to the Emperor Theodorus, informing that potentate that unless he gave up Mr. Rassam and the other prisoners within a stated time coercive measures would be taken against him. There is no truth in the rumour circulated by our contemporary on Wednesday last, that Colonel Merewether had proceeded to Massowah in consequence of a report that the power of the Emperor had collapsed and that he was a fugitive. There is, however, reason to believe that Theodorus has lost a very large portion of his Empire in the late internecine wars; but at the time when the *Victoria* left Massowah he was at Magdallah, where the captives are likewise.

IN consequence of the Bombay Landing and Shipping Company having gone into liquidation, they have ceased work and will not henceforth send their usual steam yacht from the Apollo Bunder to the mail steamers for the conveyance of passengers and their friends. This will doubtless be a source of inconvenience to the latter, for while they can get on board readily enough with the P. & O. Co.'s boat from Mazagon they will have to make their own arrangements for returning on shore. But there is a still more serious matter for consideration, as to how the mails are to be landed from the incoming steamers. Are we to go back again to the old bunder-boat system and content ourselves with the prospect (at least during the rains) of waiting for three or four hours after the steamer anchors before obtaining our letters and papers? It is to be hoped that the P. & O. Co. will adopt some means to prevent the recurrence of this very serious annoyance.

AT the half yearly meeting of the Calcutta Chamber of Commerce held on the 31st May, the vice-president observed that he was in a position to state that it had at length been agreed upon to amalgamate the banks. The new Bank would open in Bombay by the first August at the latest. He thought the principles of the paper currency circle system were faulty, and that it should be abolished, the Bank undertaking to issue paper. He was sorry to say that in the new terms, nothing was said regarding paper currency. The amalgamation was good on public grounds; such a Bank as the one spoken of being established would prevent those sudden fluctuations which have lately occurred in Bombay for want of capital, and there would be something to meet the repeated and violent strain on the money market. This strain seriously affected not only the Bombay, but the Calcutta market.

THE *Indian Public Opinion* (Lahore) a most absurd rumour had got afloat among the natives, that when they were present at the Circus performance the other night, the European residents of the station were to plunder their houses and carry off the sable partners of their joys. The consequence was, that with the exception of a Parsi, one very fair Parsi lady, and some punkhawallas, who nobly sacrificed their domestic hopes, there were no natives at the Circus! There is very considerable room for improvement in the character of the natives here. They seem a species of the *pianta uomo nero*, quite different from any that I have yet seen. If you wish to see the free and independent burgher, with his swagger and insolence, come to Mooltan.

THE same:—Few of the residents of this station are, we think, aware of a phenomenon which occurred at Lahore on the 22nd instant at 6-30 A. M. A large blaze of light in a circular form, about a yard in diameter, was seen at that hour on the Meean Meer road, increasing in thickness as it descended from the sky. Its particles spread in different directions, as they fell on the ground. At Chanboorjee, near the parade ground, a similar sight was witnessed on the same day. At the Village Sandbaasme a similar phenomenon is reported to have taken place which was followed by a sound more or less resembling that of thunder. A correspondent writing from Shorekote in the Jhung district under date the 18th instant brings to our notice a similar occurrence. He states that at 7 o'clock in the morning of that day a blaze of light appeared on the sky forming a lustrous line from west to east; during its progress in an eastern direction, it dissolved, covering the earth with fiery masses, much to the dismay of the natives.

THE *Indian Daily News*:—With regard to the proposition made a few days ago, respecting the late attack of the Andamanese on some of the crew of an English ship, we think the Government of India would do well, and be justified, in sending a regiment of Native Infantry to bring these savages to their bearings. The regiment should be a pioneer one, and accompanied by a strong working party of Burmese, who are excellent men for such work as felling trees and making roads. Preliminary to this, batches of those tribes which have already visited Port Blair and conducted themselves well, should, with necessary provisions for a small period, be placed on the various Islands we have not yet visited, in order to try and make these savages understand our attitude towards them. It is beyond all question now, that the men belonging to the vessel named were murdered, and some of the bodies eaten. The traces of some were found by the party lately sent to investigate the fact, when Lieutenant Glasfurd was accidentally drowned.

THE *Englishman*:—Cholera, in a most virulent form, is said to have broken out in Bhootan, as well as in the Terai, and to have caused a large number of deaths.

THE same:—The Garrows of the hill tracts of Tipperah are said to have made an inroad on some of the border villages. These were plundered and burnt, whilst a number of young women were carried off to the fastnesses of the tribes.

THE same:—On the 30th March last, a meeting was held at the Home Office, to consider the question of the propriety of allowing the British Indian Steam Navigation Company to make an extra charge, in addition to the rate of table-money at present assigned under their contract for victualling officers. The meeting was composed of the following gentlemen:—Mr. E. C. Bayley, Lieut.-Colonel Burne, Captain Howe, and Mr. P. Mackinon, Agent of the Steam Navigation Company Limited. At this meeting it was agreed that in order to prevent confusion in adjusting accounts, the British Indian Steam Navigation Company should charge at the rate of Rs. 4 per head per diem, as victualling allowance for officers exclusive of the charge for liquors, when any of the steamers of the Company are taken up under Section 18 of the contract of the 28th January 1865 as Military transports. But it was also agreed that while the contract remains in force the Company should be permitted, in every such instance, to charge separately to Government another Rupee per head per diem, on the number of officers embarked, in addition to the sum mentioned above. The Governor-General has, we hear, confirmed the proceedings of this meeting, and has awarded his sanction to the decision arrived at.

THE same:—The latest rumours from Cabool and Central Asia speak of the utter extinction of the Mahommedan power in Bokhara. The Russians appear to be in great strength, and to be intriguing with the rival factions in Cabool. It is said that they have promised the Ameer Shere Ally the assistance of a contingent of disciplined troops, in his next attempt against Afzul Khan and Azeem Khan, on certain conditions. Having regard to the powerful and rapid development of Russian force and influence, the *Friend* hints at the formation of a cantonment for British troops at Leh, similar to those at Mhow and Morar. The force thus located at the very extremity of the territory over which the English claim any rights, would, it is supposed, effectually watch and guard the passes of the Karakorum Range. The *Friend*, however, seems to forget that the readiest, and some even say, the best route into India from Central Asia, is by Swat and Chitral. In the direction of this latter valley Vambery represents the mountains as everywhere broken up by passes. At present the activity of the Russians, and their consistent application of Prince Gortschakoff's theory, that there was no option left such powers as Russia and England, when brought into contact with Eastern tribes, but to advance, contrasts most vividly and forcibly with the action of the British Government, and its half-hearted resolve to despatch a medico-political agent to Leh.

LATEST NEWS.

(By Indian Telegraph.)

OPENING OF A BRANCH OF THE BANK OF MADRAS IN BOMBAY.

A telegram received from Madras yesterday morning states that the Bank of Madras has decided on opening a Branch in Bombay.

THE MONSOON.

A TELEGRAM dated the 6th instant, was received yesterday in Bombay from Cochin, stating that the monsoon had set in mildly.

BOMBAY.

THE Brig *Welcome*, Nacoda, which arrived yesterday afternoon from *Zanzibar*, reports that she picked up seven European shipwrecked crew of the French ship *Francois*, of Marseilles.

H. M.'s steamer *Victoria* arrived in harbour yesterday afternoon from Aden, after a protracted voyage of eleven days. She encountered strong southerly winds and a very heavy swell between that port and Bombay.

WE understand that a vessel making this port at an early hour yesterday morning got to the eastward of Kennery, but was warned off by the pilot schooner, which was cruising off there, in time to save her from getting on shore.

A MEETING of the Bombay Landing and Shipping Company, advertised to be held yesterday afternoon for the purpose of confirming the resolution already passed to wind up the Company, did not take place, there not being a quorum of shareholders present.

THE Coroner held an inquest yesterday at the European General Hospital concerning the death of John Murphy, a seaman on board the *Benares*, now in Bombay harbour. The jury, upon the evidence, found that the deceased died from apoploxy induced by excessive drinking.

SUICIDE.—A Coroner's inquest was held yesterday at the Jamsetjee Hospital touching the death of Ruckma, woman. Dr. Joseph Anderson, who had applied the usual remedies at the hospital, was of opinion that the woman died from the effects of poisoning by opium, the quantity taken being unusually large. Verdict accordingly.

AT a meeting of the shareholders of the Bombay City Bank, Limited, (which is in liquidation), held in the Bank's offices yesterday afternoon, Mr. Calliandass Mohundass in the chair, it was resolved, on the motion of Mr. Framjee Sorabjee, seconded by Mr. Itchachund Jugjeevundass, that Mr. Burjorjee Rustomjee Mody be appointed a liquidator in the room of Mr. Jehangier Rustomjee Mody, who had resigned.

OUR *Overland Summary* (42 columns) is now ready for delivery. It contains all the local and general intelligence of the fortnight and specially written market and freight reports. The *Bombay Price Current* will be published at noon to-day, and will give the latest and most accurate intelligence, specially prepared for this publication, of the Bombay Exchange, Imports and Exports, and Freight markets.

THE British ship *Rowena*, Captain W. Boulton, which arrived on Thursday last from Liverpool, reports that she experienced very fine weather from the Equator up wind well westerly, and that he was aware of the light on Kennery Island. And also Captain J. Rainey, of the ship *T. E. Lemon*, which arrived in harbour yesterday from Aden, reports that on the passage the weather was fine and wind favourable, and he is also aware of the Kennery Light.

INDO-EUROPEAN TELEGRAPH.—Latest dates of telegrams received during the last 24 hours ending at 8 P.M. yesterday, were as follows:—
From United Kingdom, 1st June via Russia and 3rd via Turkey.
From Continent of Europe 3rd via Turkey.
Communication between Bombay and Kurrachee imperfect.
The time occupied in the transmission of messages to Bombay from 8 P.M. of the 6th to 8 P.M. of the 7th June were as follows:—

To Bombay.		*Max*		*Min.*	
From Kurrachee		12	46	0	38
„ Calcutta via Agra		0	0	0	0
„ Calcutta via Madras		59	3	18	35
„ Madras		20	14	15	15

THE following statement of the silver received and coined in the Mints of Calcutta, Madras, and Bombay, in March 1867, is published for general information:—

1867. In March.	Bullion or Coin received during the month, valued in Rupees. Govt.	Merchants.	Coined and examined during the month, valued in Rupees.
Calcutta	23,672	19,79,180	27,89,923
Madras	...	14,973	...
Bombay	7,945	23,850	99,974

THE following passengers will proceed tomorrow by the P. and O. Co.'s steamer *Delhi*, Captain R. Dundas, to Aden and Suez:—

For Aden.—Captain Holberton.

For Suez.
Mr. F. Hoyer, Mr. H. Le. P. Wynne,
„ Robinson, „ Hossack.

For Marseilles.
Mr. J. Windle, Mr. C. Wilkinson,
„ Lockhart, „ Beddy,
„ A. C. Howden, Captain Payne,
„ W. Biss, Mr. Grimon,
Mrs. Hughlings, Colonel Heyland,
Lieut. Col. C. Armstrong, Mr. R. B. Worthington,
Mr. Joseph, Captain Kirkpatrick,
Captain P. H. LeGeyt.

For Southampton.
Mr. and Mrs. Kay, Mr. and Mrs. C. Dodds, and child,
„ R. Sindon,
Mrs. W. M. G. Thomson and 2 children, Mr. F. A. Rowland,
„ and Mrs. Joseph and child,
Mr. John McCabe,
„ Robert Colley, Surgeon A. Maclean,
„ Swindles, Mr. Bradburn,
Capt. and Mrs. Malcomson and infant, Lieut. Walker,
Mr. and Mrs. W. H. Crawford,
General Shubrick,
Lieut. Winch, Mr. E. P. Cressy,
Mr. Ord, „ D. Wallace,
Riding Master R. Stoyell, Lieut. J. P. Gould,
Lieut. Way, Mr. Richardson,
Mrs. Payser and child, Lieut. James,
Mr. Wells.

DUNCAN HENRY, a seaman on board the ship *Bowena*, was brought up before Mr. R. H. Showell, at the Fort Police Court, on a charge of wilful disobedience of lawful commands and refusal of duty. Mr. William Bolton, the captain, stated that the vessel arrived in port on Wednesday night, and that on the following (yesterday) morning the prisoner came aft at six o'clock and said he wanted to go ashore to see the Magistrate. The captain told him he would let him go at eleven o'clock, and ordered him, in the meantime, to attend to his work,—on which the seaman said he wouldn't do a stroke of work until he had seen the Magistrate. He persisted in this refusal till 10 o'clock, when the captain gave him in charge of the police. The prisoner, on being questioned by the Magistate, said he had been unwell during a great part of the voyage and had been very badly treated—indeed, that he hadn't had "the living of a dog." He charged the second mate in particular, and wished to lodge a complaint against him. It was admitted by the captain that there had been a row on board between prisoner and the second mate. Under the circumstances the Magistrate considered that the request of the seaman to be allowed to go ashore on the arrival of the ship for the purpose of making his complaint to the Magistrate had not been a very unreasonable one, and he would, therefore, dismiss the present charge and grant the summons which the seaman applied for against the second mate.

IN the Court of Small Causes yesterday before Mr. Spencer, Acting Second Judge, Luxmeebaee, a widow, sued Mucoond Canoba, her deceased husband's brother, to recover Rs. 110 as damages by reason of his having wrongfully destroyed a plank wall, the property of the plaintiff, fronting a compartment of a house, situated in Loharchawl, also the property of the plaintiff. Mr. Hormusjee Dadabhoy appeared for the plaintiff, and Mr. Gungadhur for the defendant. The house originally belonged to one Canoba Rajpoorker, who, on his death, devised it by his will to his wife Anpoornabaee. The latter, in her lifetime, made a partition of the property between her older son, the defendant, and the plaintiff Luxmeebaee, the widow of her younger son, who died subsequently to the death of Canoba Rajpoorker. Luxmeebaee lived with her mother-in law in the compartment of the house which the latter had reserved for her own use and occupation, her (Luxmeebaee's) compartment having been rented to a tenant, and of which she received the rent. After the death of Anpoornabaee, the defendant [illegible] dently with the view to deprive his b[illegible] widow of her right to a portion of [illegible] caused the plank wall, which serve[illegible] ary, to be pulled down. It was [illegible] the defendant that there [illegible] family property, w[illegible] food, worship, & [illegible] Honor was o[illegible] tition of [illegible] entitl[illegible] sh[illegible] h[illegible]

Date of Returns.	Circles of Issue.	Notes in Circulation.	Silver Coin Reserve.	Gold Coin Reserve.	Silver Bullion Reserve.	Government Securities held in Calcutta	Notes of other Circles
		Rs.	Rs.	Rs.	Rs.		
1867. 30th April	Calcutta Circle	2,78,40,310	64,53,597	1,47,495	33,61,[illegible]18	[illegible]	[illegible]
„	Allahabad Branch Circle	36,29,680	25,20,389	......	......	[illegible]	[illegible]
„	Lahore ditto ditto	32,06,640	25,06,603	......	[illegible]	[illegible]	[illegible]
„	Nagpore ditto ditto	51,35,070	45,87,168	......	[illegible]	[illegible]	[illegible]
„	Madras Circle	47,08,200	15,69,466	......	[illegible]	[illegible]	[illegible]
„	Calicut Branch Circle	6,86,510	5,66,451	......	[illegible]	[illegible]	[illegible]
„	Trichinopoly ditto ditto	5,92,590	4,19,[illegible]53	......	[illegible]	[illegible]	[illegible]
„	Vizagapatam ditto ditto	8,21,510	2,21,451	[illegible]	[illegible]	[illegible]	[illegible]
„	Bombay Circle	3,67,11,410	1,86,84,359	[illegible]	[illegible]	[illegible]	[illegible]
„	Kurrachee Branch Circle	11,17,240	6,17,184	[illegible]	[illegible]	[illegible]	[illegible]
		8,89,29,160					
	DEDUCT—Notes of other Circles cashed at Calcutta, Madras, and Bombay	55,74,970					
	TOTAL	7,83,54,190	3,82,25,1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

WEATHER REPORT.—JUNE 7TH.

Surat.—Light clouds; wind S. W.; thermometer 91.

Kolapore.—Weather cloudy; wind moderate S. W.; last night severe thunder and lightning with rain.

STEAMER REPORTS.—JUNE 7TH.

MADRAS, 6TH, 4-30 P. M.—Mail Steamer *Meinam* from Calcutta in sight.

TELEGRAPH LINE REPORTS—JUNE 7TH.

BELLARY, 5TH, 4-10 P. M.—Communication Bangalore since 3 10 P. M.

AGRA, 6TH, 7 P. M.—Interruption Jeypore line since 5-25 P. M.

THE COTTON TRAFFIC ON THE G. I. P. RAILWAY.

THE following letter has been addresed by Major General Rivers, Agent for the G. I. P. R. Company to the Secretary of the Chamber of Commerce regarding the quantity of cotton brought by the G. I. P. Railway into Bombay during the first four months of the present year. The reply of the Chamber is also given:—

21st May 1867.

To J. TAYLOR, Esq.,
Secretary, Cham. of Commerce, Bombay.

SIR,—As all the cotton was cleared out of our Stations on the north-east line, on the 4th inst., the few bales that may have been lying there since that date not being kept back for want of railway accommodation, but being held for trade reasons. I beg to forward for the information of the Chamber, a memorandum of the weight of the cotton brought to Bombay by the G. I. P. Railway in the first four months of the year. All that offered in December, about 45,000 mds., having been removed in that month.

1867, January	Mds.	2,96,234
February	„	3,76,092
March	„	4,64,569
April	„	4,66,540
Total		16,03,435

Or 59,386 tons carried an average distance of 350 miles.

Last year the following showed our work:—

January	Maunds	2,91,147
February	„	2,59,654
March	„	2,85,272
April	„	3,13,310
		11,49,383 or 42,569 tons

The above shows what we have done in four months, but I have also to note what has travelled by road as some of that may be considered as work properly ours which we have not been able to do.

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On the Ghauts there travelled—

THULL GHAUT.

	Carts.	Bullocks.
In January	130	,,
February	150	,,
March	1,011	3,682
April	2,354	11,041
and 60 Camels.		

BHORE GHAUT.

	Carts.	Bullocks.
In January	941	,,
February	1,114	,,
March	1,835	,,
April	4,133	,,

Taking 7 cwt. as a cart load and 3 cwt. as a bullock load, the above amounts to 6,313 tons.

The Railway could not expect to get much of what passed over the Bhore Ghaut coming from places distant from the line, but I believe about half that which passed over the Thull Ghaut would have come by Railway if the owners had not become impatient, while it turns out there was no cause for their impatience as our work finished on the 3rd of May. We could easily have carried 5,000 tons by the 15th, and only 3,500 passed in 4 months over that Ghaut.

Next season we shall be better prepared on the North East Division than we were this year in the following points.

There will be 275 miles of double line out of 600, this season we had 60 out of 550 we will have 0 per cent more waggons, and probably the proportion of pressed to unpressed Cotton will be ⅔ to ¼ instead of as this year ⅓ to ⅔; so that if there be a full crop in those Districts of 2,00,000 candies (70,000 Tons) we would be able to run it down to Bombay in three months if the merchants require us to do so.—I have the honorto be, &c.

(Signed) HARRY RIVERS,
Major General, R. E., Agent.

Bombay, 3rd June 1367.

Major General HARRY RIVERS, R. E.
Agent, G. I. P. R. Co., Bombay.

SIR,—I am directed by the Committee of Management of the Chamber of Commerce to acknowledge the receipt of your letters Nos. 3220 and 3293 dated respectively 21st and 22nd ultimo giving particulars of the weight of the Cotton brought to Bombay by the G. I. P. Railway during the first four months of the present year.

The memorandum in question was duly submitted to the Committee of the Chamber at their last meeting, and I am now instructed to convey to you their cordial thanks for placing before them your very interesting statement. From this report they learn with much satisfaction that having removed all the cotton that offered in December 1866 within the month—a quantity amounting to about 45,000 maunds—in 1867, between the first of January and 30th of April, more than a million and half maunds or nearly sixty thousand tons of cotton were carried an average distance of 350 miles. The quantity moved on the railway during the same period in 1866 was forty two thousand five hundred and sixty nine tons, which shows an increase in 1967 of more than sixteen thousand tons, a result which must be considered very satisfactory.

The particulars which your report affords regarding the traffic over the Thull and Bhore Ghats possess much interest; they prove very clearly that the quantity of cotton brought to Bombay by carts and bullocks is very much less than was generally supposed; 6313 tons in four months is an inconsiderable quantity as compared to the quantity carried by the Railway, and the Committee are very glad to learn that by the 15th of May you could have easily carried 5,000 tons additional, while in four months time not more than 3500 tons passed over the Thull Ghaut.

The Committee are much pleased to hear of [illegible] state of matters on the North [illegible] of the Railway and the very [illegible] made for the cotton and [illegible] that may offer during [illegible] letter it appears [illegible] of double [illegible] you [illegible] ed [illegible] be of [illegible] gest your [illegible] reply at [illegible] he honor to [illegible] R, Secretary.

[illegible]FLES.

Regimental Orders by the Commandant.

No. 1 (Fort) Company will parade (weather permitting)

On Monday, 10th instant, at 5-30 P. M.; on Thursday, 13th instant, at 5-30 P. M.

The remaining Companies as ordered by the Officers commanding.

By order,
W. P. WALSHE,
Instructor of Musketry and Acting Adjutant.

Head Quarters, 15, Apollo Street, Bombay, 8th June, 1867.

PROPOSAL FOR A WET DOCK ON THE BYCULLA FLATS.

THE following proposal, by Lieut. Ducat for a wet dock on the Byculla Flats, has been placed at the disposal of the public by Government:—

So much has been written lately about wet docks in Bombay, that most people must be quite tired of the subject; but as this paper will, I presume, be read only by those who really take an interest in the question, and who will consequently be glad of any new light and additional information which can be brought forward, I don't think an apology from me is necessary when proposing the following scheme.

Holding the official position that I do in Bombay, it is natural that I should feel a great interest in the dock question, and should have given a good deal of time and study to it, and the local knowledge I possess of Moody Bay, the harbour generally, and the Byculla Flats (where I now propose to place the docks), gives me an advantage over the generality of people in Bombay.

This idea of placing a wet dock on the Flats is not, I believe, a new one, as Mr. Walker, known in Bombay by his letters signed "Pro Bono Publico," proposed something of the sort before; but as I have not seen Mr. Walker's proposal, I do not know how nearly it resembles this.

I think the present a very suitable time to introduce this scheme, because a Committee is now sitting to consider the advisability of wet docks in Bombay generally, but with special reference to Mr. Russel Aitken's proposed dock in Moody Bay; and if this Committee should decide that the dues which it would be necessary to levy in a dock in Moody Bay to make it remunerative, would make a dock there such a heavy tax on trade as to be inadvisable in a commercial point of view, the general question would be shelved again for years, perhaps for ever.

Now I hope to show that Bombay dock dues need not necessarily be so heavy as those proposed by Mr. Aitken; but that, if the Chamber of Commerce can only prove satisfactorily that wet docks will really assist commerce to the extent which advocates of that system say they will, it will be well worth the while of Government to construct docks and leavy—at least at first, until the system has been thoroughly established, merely nominal fees, trusting to indirect sources for the returns on the outlay.

Having thus briefly stated my motives for writing this paper, I will at once proceed to sketch out my project.

In a report which I wrote in 1863 on the Reclamation of Land between Bombay and Trombay, which Government published amongst the Selections of Government Records, I referred to the injury which was done to the harbour by stopping the scour through the Sion Causeway, and pointed out two remedies, the first and best of which was, to re-open the channel; but this undertaking at that time offered no pecuniary return, as Government had decided to have no wet docks, and to reclaim the Flats some day for building purposes; but the case is now different, and I think we might do this out of justice to our beautiful harbour, and reap a large immediate pecuniary return as well.

Were this channel opened out, and properly cleared, we should, I believe, find deep water almost all along the foreshore between Sion and the P. and O. Dock, and by cutting a canal through the Frere Land Reclamation Company's property, large vessels might be brought into a wet dock in the centre of the Flats. A reference to the tracing which is attached to this will explain the general outlines of the scheme.

The project thus divides itself into three items:—1st, the opening and improving the backwater between Bombay and Trombay; 2nd, the cutting a canal from the harbour into the centre of the Flats; and 3rd, the dock itself; and though the three must be looked upon as fractional parts of one entire project, I will consider each separately at first.

To commence then with the backwater and scour through Sion Causeway. This will entail carrying a portion of the Great Indian Peninsula Railway and public road over the proposed opening by a bridge, and further excavating and dredging an enlarge channel into the harbour, the old channel being now almost lost. This will, no doubt be a very expensive work, and taken as a single and complete project would not promise sufficient remuneration to induce Government to undertake it, but if in connection with the dock scheme it can be carried out, the advantages of it cannot be disputed. It will confer an immence benefit on the whole harbour, create a very valuable water frontage to that land in the north part of Bombay, double in value the Frere Land Company's property, also all that is required to make the Mazagon Land property one of the most valuable in Bombay, save the P. and O. Company on annual outlay of thousands in dredging, (Mr. Ormiston, the able Engineer of the Elphinstone Land Company, has on more than one occasion expressed his opinion of the value of this backwater to the property of his Company); it would lessen the silt opposite the Government Dockyard, generally improve the whole western foreshore of the harbour, and by removing the mud swamp between Bombay and Trombay, add very much to the health of the Island. All the above benefits, it is true, are not directly felt by the Government, but anything which tends to increase the value of Bombay, reflects indirectly to the advantage of Government; and the benefits in this case are so great, that the project becomes one of grert importance. The soil dredged from the channel should be utilized in reclaiming for agricultural purposes the other half of the marsh land near Trombay: the value of this for rice farms would assist in paying for the cost of dredging, &c.

The next item for consideration is the canal from the harbour into the centre of the flats.

This portion of the scheme, if considered without reference to the Dock, has few, if any advantages of its own, and presents the greatest difficulties in the way of the projects generally, as we shall have to carry the Railways and some roads over the canal on swing bridges; but these obstacles can, I think, be overcome, and as a dock entrance it possesses many points greatly in its favour It affords a very quiet, sheltered entrance, where the monsoon swell would be very little felt, and where the safety of ships in docking would be recognized by Insurance Companies. The cut itself runs in what was once an old deep sea channel, and will now offer little resistance in re-opening the land on both sides of the canal—is at present little more than waste land covered with rank grass and a few dwarf palm trees, and should not, therefore, be very costly to buy up: it is in some parts low and swampy, and a deep cutting running through this would drain and improve it, and render the neighbourhood all the more healthy in consequence. There is scarcely one building in the entire length of the canal which would have to be removed.

These are no small advantages when it is borne in mind that we are treating of land in the immediate vicinity of a large town, where land is exceptionally dear, and space very limited.

As it will be necessary to place the dock gates at the harbour end, and maintain the water in the canal at dock level, the land on either side of the canal having a water frontage, will become very valuable, and the cost of this portion of the scheme might almost, if not quite, be defrayed by taking up a considerable width of land now, and re-selling at enhanced rates the portions not required in the construction of the canal itself for warehouses and other commercial purposes.

We now come to the dock itself, and in this the chief part of the project, we certainly have greater advantages and returns than can be put forward by any other dock scheme yet introduced.

I have roughly sketched out a dock of about 75 acres of water space, with jetties for Import [illegible] Export trade, which together will accommo- [illegible] about 200 vessels at the wharves at one [illegible] ave shown how a connection may be [illegible] Railways (for, of course, the G. I. [illegible] effect a junction somewhere [illegible] B. and C. I.) and a series of [illegible] of the jetties. [illegible] jetties incline obliquely to the [illegible] asy to get the sidings down [illegible] es instead of turn-tables. [illegible] s not profess to give a well- [illegible] for docks in Bombay. It may [illegible] ther enquiry that larger docks [illegible] rable; that it would be better to [illegible] the Import and Export docks more [illegible] an I have proposed; and many other [illegible] ight require to be altered or added [illegible] have not at present time to attend to; [illegible] s my object in writing this paper is merely to draw attention to the Flats, and to point out the possibility of placing wet docks there, the accompanying sketch will serve my purpose, and the practically unlimited space we have to work in there gives us perfect command over all these questions of detail, such as size of dock, limits of dock estate, &c.

No scheme of this magnitude can ever be introduced without some opposition, and this will doubtless meet with its share.

The strongest objection that can be raised to it will be, I fancy, on the part of the Railway Companies, who will decline to allow their Railways being crossed; but this difficulty, which is a strong one, is not, I think, insuperable: one-half hour night or day out of the 24, is all that is necessary to pass in and out of the docks a trade five times greater than that of Bombay of the present day, and there can be no such great trouble in arranging for that amount of interruption to the Railway traffic, especially when it is considered how much of that traffic can be diverted into the dock itself.

I have no doubt that this difficulty could be overcome by granting certain concessions to the Railway Companies, and with this view I have shown in my sketch how T-headed basins might be constructed alongside the Railways, at which the coal, railway iron, machinery, &c., of the Railways might be landed at a great saving of expense to the Companies. This, and goods stations near the Docks ought, I should think, not only to make them willing, but anxious to have the docks, where proposed.

In addition to this, there will, I suppose, be the usual opposition of those who have vested interest in the present trade marts of Bombay. But the answer to this is clear enough; the trade of Bombay *must* expand, and the most natural, in fact, the only, direction for it to expand in (unless it crosses the harbour altogether) is this on to the Flats.

This project, as I said before, has many advantages. In addition to those I have already enumerated, viz., conferring an immense benefit on the harbour, and a very quiet, protected entrance to the dock, it sets at rest for ever, and in the most satisfactory manner, the vexed question of the drainage of the Flats; it gives to the crowded and rapidly increasing trade of Bombay an area greater in extent than that now occupied by the entire commerce of the city; and it offers to our shipping when in dock, perfect immunity from the effects of a cyclone or any similar danger in times of peace, or the shot of an enemy in time of war.

I do not bring forward any estimate of the cost of the work, as such estimate could only be the roughest approximation, and of no real value accordingly; but I have so far gone into the question, that I believe it could be carried out far more quickly and for less money than the docks and reclamation in Moody Bay, which, when completed, will add to the area of Bombay about ⅓ million of square yards, whereas on the Flats we can reclaim and utilize upwards of 4½ millions of Government marsh land now quite useless, besides doubling and tripling in value much more than this number of yards of poor rice land, the property of private individuals; or to put an approximate money value to the actual return which Government might except from the increased value of the land alone, irrespective of the dock and its fees, we have 4½ millions of yards, at present certainly not worth Rs. 5 per yard, but which, if drained, and brought close to the docks and trade, would be cheap at Rs. 30 per yard, or at least Rs. 25 per yard more than at present; and this shows a return of upwards of 10½ millions sterling for an outlay of about two millions.

With such a large margin as this for profit, Government could very well afford, after paying any reasonable sum for compensation to the Railway Companies and others, to levy such light dock dues as would relieve the minds of the merchants from any anxiety on the score of wet docks taxing and hampering commerce, and the trade of Bombay would reap to the fullest extent all the benefit which good wet docks can confer.

Should Government deem this paper worthy of consideration, and think fit to lay it before the Committee on wet docks now sitting, I shall be very glad, if permitted to do so, to take a few necessary borings, and to prepare an approximate estimate of the project.

WALTER M. DUCAT, LIEUT., R. E.,
Executive Engineer for Reclamations.

Bombay, 23rd April, 1867.

RESOLUTION.—Government have perused, with much interest, Lieut. Ducat's proposal for a wet dock on the Byculla Flats; a copy of which should be forwarded to the Committee now sitting, and a copy should be laid on the Editor's table to invite discussion on the scheme.

THE DOCK SCHEME.

THE Wet Dock Committee met again on Thursday afternoon in the Town Hall. There were present Mr. A. F. Bellasis (in the chair), Colonel DeLisle, Captain Henry, Captain Methven, Mr. A. D. Grant, Mr. James Bogie, and Mr. P. Adams.

Commander G. T. Robinson, I. N., the Acting Master Attendant of the Port, was examined. He said he had known the harbour of Bombay off and on since 1841.

The Chairman—Do you think that a wet dock is a want in Bombay?

Mr. Robinson—Well, I am hardly in a position to give an opinion with any degree of certainty, because not being engaged in mercantile pursuits I could only say from hearsay. From my own knowledge I do not know that there is any absolute want, but on the right hand and on the left I hear people crying out for wet docks.

The Chairman—But what is your opinion. Do you think it is an absolute want, or do you think anything else could be substituted for it?

Mr. Robinson—Well, I think that either wet docks or some improvement on the present system of shipping and landing cargoes is required. I think that in a harbour like that of Bombay means might be adopted to land a cargo with very great facility, and I think also to ship it with very great facility. I think that by a system of covered lighters larger than those now used, and by allowing consignees to land cargo as it comes to the port, there would be a very great improvement upon the present system; but whether that will compare with a wet dock system I am hardly in a position to state. As an instance of the working of the present system I may state that there is coal in the port which I have to land, but which I simply cannot get at. Private packages stand in the way, and the captain cannot get at the coal. Well, if it were possible for the captain to land his cargo right off as it came to hand, there would be no difficulty. I think that to give a decided opinion upon the subject of wet docks is a little out of my way.

Captain Methven—We can examine Captain Robinson upon the professional part of the subject.

The Chairman—Looking at that plan, do you consider the position of the dock good or otherwise?

Mr. Robinson—Well, in the abstract I do not.

The Chairman—Why?

Mr. Robinson—I do not think the approaches to it are good and I think that the ground is very much cramped up. I think, from the little experience I have had of wet docks and the requirements of them, that this dock would be found to be too much shut in.

The Chairman—Do you know the nature of the bottom of the harbour at the approaches?

Mr. Robinson—Only by sounding with an iron sounding rod and by report, not by borings. I have never taken borings. In the harbour survey seven years ago I was engaged as an assistant, and we were instructed to pay great attention to the foreshore, and as far down as we came we found hard bottom—that is, with the iron sounding rod. I know by hearsay from Captain Young that he also found hard bottom.

The Chairman—What do you mean by hard bottom? Do you mean rock?

Mr. Robinson—Yes.

Captain Methven—That is, along the front of Mody Bay?

Mr. Robinson—Yes. About the North Patch and the Flagstaff I think it would be very hard indeed, and even inside that.

The Chairman—Can you tell us the depth of water at the approach to the proposed dock?

Mr. Robinson—According to my idea I do not think there is more than about 7 or 8 feet at low water springs, taking the bearings from Mr. Aitken's plan.

In answer to further questions,

Mr. Robinson said it was always easier to dock than to undock a ship, and that when there were docks the entrance of which ran up with the tide, ships were very apt to shoot past the entrance. That he considered an objection to this dock.

The Chairman—And how would you alter that?

Mr. Robinson—We should be able to do that by some means or other. For instance, we should have to be very careful in the use of lines.

The Chairman—Would that be a necessary difficulty in any entrance or only in the particular entrance as shown in the plan?

Mr. Robinson—It is a difficulty in the case of this entrance.

The Chairman—Could you place the entrance in any other way, so as to obviate the difficulty?

Mr. Robinson—Probably not if you wished to preserve the same approach of water. The objection to the entrance as at present laid down is that in docking at the flood tide you would be very apt to overshoot the mark. That it would be necessary to take precautions to guard against, and the men who use the docks must employ all their skill.

Captain Henry—Would a breakwater not be a great assistance?

Mr. Robinson—There is no doubt about it. If it is intended to have the dock entrance there, I should certainly recommend a breakwater, for the tide there runs like a sluice.

Captain Henry—Do you think that a powerful tug would overcome the difficulty?

Mr. Robinson understood it was contemplated to use tugs.

The Chairman—Do you think that in the monsoon there would be any difficulty in the docking of a ship?

Mr. Robinson—There are days in the monsoon when I doubt very much whether you could dock and undock a ship. I have seen days in this harbour when if I had had charge I should either not have allowed the ship to be docked or gone on board myself and done it. With regard to the Government Dock, it should be borne in mind that it is very much sheltered in its position.

The Chairman—And could you dock in the Government Dock on any day in the monsoon?

Mr. Robinson—Well, I think so. The great drawback at the Government Dock is that we have to wait for the tide. If you simply get a ship to ride towards the dock, half the work is done. If the majority of opinion is to have docks here as proposed, I should be very sorry to say we could not dock. No doubt there are difficulties, but it would be possible.

The Chairman—What room should be given eastward of the dock entrance in case of a vessel getting to leeward, and not being able to enter?

Mr. Robinson—I scarcely understand the drift of the question.

Colonel DeLisle explained that the object was to ascertain what room Mr. Robinson thought should be allowed to swing a vessel round in such a case.

Mr. Robinson—Certainly not less than two cables' length.

Captain Henry—Suppose you had the channel sufficiently deep and sufficiently wide, do you think it would be necessary to have any swinging room at all?

Mr. Robinson—Undoubtedly.

Captain Henry—How do you manage in the case of a graving dock?

Mr. Robinson—In Bombay the distance at the graving dock is short and when a vessel is brought in she is well secured. I should not like to dock at the proposed wet dock without having swinging room. One reason for this is that ships would have to pass. I have known ten ships to come in in a day during the South-west monsoon. It would be desirable in working the docks to have room to allow for a ship passing.

Captain Henry—But you would undertake to work the docks if necessary without any room except the channel?

Mr. Robinson—What do you mean by the channel?

Captain Henry—I mean a channel the same as the dock entrance there.

Mr. Robinson—And how far is it to run?

Captain Henry—Till you get into deep water.

Mr. Robinson—Well, in that case I do not think so. I do not think it would be at all desirable.

Captain Methven—Do you think that for a vessel of 2,000 tons 80 feet would be necessary?

Mr. Robinson—Yes, 80 feet; otherwise you would find rudders coming to grief and pilots coming to grief. If you have the docks there and anything like deep water, and also give me clear swinging room, I would undertake to dock a ship.

The Chairman—Would the South-West wind in the monsoon cause any difficulty in bringing vessels into the dock by tending to force them to leeward of the entrance?

Mr. Robinson—Yes, it would cause some difficulty, but not a difficulty which could not be overcome.

The Chairman—Do you think the swell in the monsoon would cause any difficulty?

Mr. Robinson—Undoubtedly it always causes difficulty. There is always more or less difficulty in handling ships in a swell, especially in removing them from their anchorage.

The Chairman—Do you think the entrance to the dock should point up the harbour—that is, in the opposite direction from that shown by the plan,—and if so, do you think the approach would be suitable?

Mr. Robinson—That would make the approach worse, but if the approach admitted of it I think it would be better to have the entrance that way. (Referring again to the nature of the bottom at the entrance to the proposed dock), the ground there I know is very hard. I know that from soundings, from our boats having grounded there, and from ships having grounded there.

Captain Henry—Have any of them suffered any damage in the least?

Mr. Robinson—That I am not in a position to say.

Captain Henry—It was close to that that the *Malta* stuck for an hour, and she did not damage herself in the least.

Mr. Robinson—About Cross Island some of the bottom is very hard.

The Chairman—Would it be practicable to bring vessels in at the North end of the dock, opposite Cross Island?

Mr. Robinson—Small ones at high water.

The Chairman—Not more?

Mr Robinson—No.

Capt. Henry—But as a nautical man you would have no objection to taking a ship in anywhere if they gave you sufficient water?

Mr. Robinson—No.

The Chairman—Is the proposal to have the level of the water in the dock at about 11 to 12 feet on the guage of the Government Dockyard, and to have a depth of 25 feet of water on the sill objectionable or otherwise?

Mr. Robinson—Am I to understand that the lock is to be sunk to a depth of 25 feet from the level of the water?

The Chairman—Yes.

Mr. Robinson—The only objection I see is that it would silt up.

Captain Henry—Do you know anything of the cyclones which have passed over Bombay?

Mr. Robinson—I have heard of the effects of them.

Captain Henry—Do you think that in the event of a cyclone occurring the vessels in the port would be more secure in the proposed dock than in the harbour?

Mr. Robinson—I think they would if the cyclone came, as they have done hitherto, from the southward, but it might not be so if by a freak of nature the cyclone was to come from seaward. So long as the cyclone passes over the land, docks I think would be an efficient protection.

Captain Henry—Is it possible, under the law of storms, for a cyclone to travel in the way you have mentioned? Is there any instance in this latitude, in which they have travelled from the west to the east?

Mr. Robinson—Instances have occurred in the Bay of Bengal.

Captain Henry—But that is in latitude 23½.

Mr. Robinson.—And about the Andamans, I think.

Captain Henry.—I am not aware of them.—But supposing a cyclone such as those which have usually occurred here were to come, say, with six or twelve hours warning, do you think that, if it was a heavy one, many of the ships in the harbour would ride it out?

Mr. Robinson—I think they would, if they were to drive.

Captain Henry—And to go on shore?

Mr. Robinson—I think there would be a good chance of a very good number of them going ashore.

Captain Henry—And they would be perfectly safe if they were in the dock?

Mr. Robinson—Well, they would be less liable to injury at all events.

Mr. Robinson afterwards said he did not think Mody Bay was a site well adapted for giving shelter.

Captain Methven—The fact of it is that it is an exposed part of the foreshore, facing as it does to the southward?

Mr. Robinson—To a certain extent it is?

In answer to Colonel De Lisle Mr. Robinson said he did not like the look of the breakwater shown in the plan, and that he thought a great eddy would be formed there. He afterwards said that he thought it was scarcely fair to draw a comparison between the proposed dock and the Government dock, as in the case of the latter a vessel was always light when she was taken in, while at the proposed dock the ships would be laden. In regard to the breakwater he thought it should be carried further out.

Captain Methven—How would you proceed in the case of a vessel of, say, 2,000 tons arriving at the port and requiring to be docked, on a heavy monsoon day? Would you get the captain to do anything—to strip the ship somewhat, for instance—or would you proceed at once to put the ship into dock?

Mr. Robinson—I think the chances are I would not dock her?

Captain Henry—Whether the ship was stripped or not?

Mr. Robinson—Yes.

In answer to Captain Methven, Mr. Robinson said he thought that in the stormy days of the monsoon it would be necessary for a ship on going to the dock to take down her top masts and yards and to have a tug—or two tugs—with strong warps. He thought it would be found well as a rule to make a ship master strike his top masts. On a stormy day in the monsoon he would not enter the dock by a channel of 80 feet in width; and at any time, with the wind and the swell of the tide on the weather quarter, he did not think that would be sufficient. If a man wished to enter the dock under such circumstances, he (Mr. Robinson) would tell him he might do so if he liked, but at his own risk. He would not do it himself, nor would he allow a pilot to do it.

Mr. W. G. Corke, First Assistant Master Attendant, was next examined. He stated that he had been connected with the Harbour of Bombay for 26 years, and had been a pilot for ten years.

Mr. Corke had sent in written answers to a number of questions which were put to him in the letter he received from the Secretary to the Committee; and the substance of these answers was as follows:—

The bottom at the approach to the proposed dock is hard and rocky, with a slight covering of mud; and the water is deeper near the proposed entrance than anywhere else on that line of fore shore. The site of the entrance would be the best, if the entrance faced the S W. There would be no difficulty in entering the dock in the S.W. monsoon while the wind blows from S.W., as she would be sheltered by the walls of the Old Fort; but if the wind blew from S.W. to S., it would be very difficult to dock vessels. The swell in the monsoon would cause difficulty at high water, there being a great rebound of water from the walls. It would be practicable to bring vessels drawing 15 feet of water in by an entrance at the northern end of the dock opposite Cross Island. It would be objectionable to have a depth of 25 feet of water on the sill, as proposed, because the silt in the S.W. monsoon from the different rivers is very great and would cause the entrance to the dock to be soon filled up.

In answer to the Chairman, Mr. Corke said he did not consider the position of the dock a suitable one. If (he said) you have a vessel drawing 21 feet of water, and you miss the channel, where are you to place her? From Cross Island down to abreast of the entrance, it is all foul ground.

Capt. Henry—Could you not take in a vessel with safety, supposing you had a channel of sufficient depth?

Mr. Corke—With the wind from southward or South West I could not take her in.

Capt. Henry—Have you been in Southampton?

Mr. Corke—I have.

Capt. Henry—At which would it be more difficult to enter—here or at Southampton?

Mr. Corke—Why, at Southampton you have smooth water. It is child's play to enter the dock there. When [illegible] were a swell at Southampton, I should lik[illegible]

In answer to a [illegible] estion, Mr. Corke said he would like to have the entrance of a thousand feet in width, in case of missing. He thought that was as little as they could do with.

Captain Henry—Do you think it would be necessary for a ship to take down her top gallant yards and masts before entering the dock?

Mr. Corke—No, certainly not.

Captain Methven—In a southerly wind, with a swell, in the difficult months of the year, you would be willing to take charge of her as she is?

Mr. Corke—Decidedly.

Captain Methven—But you would require room to swing?

Mr. Corke—Yes.

Captain Methven—To prevent the necessity of anchoring what means would you have to employ for the purpose of guarding against the chance of falling to leeward?

Mr. Corke—I think you would require a tug.

Captain Methven—Suppose a gust of a sou' wester caught your topyards and swung you round to the leeward?

Mr. Corke—I should turn the vessel round and take her away back again. I think anchorage room of a thousand feet would be required in case of the vessel missing the channel.

Captain Methven—And suppose you had a channel of only 80 feet?

Mr. Corke—Eighty feet would not do.

Captain Methven—What would you do if that was all the width you had?

Mr. Corke—Well, I would not attempt to dock the vessel. That is scarcely three times the breadth of the ship.

Mr. Adams—Do you think any other site in Bombay would be more suitable for docks?

Mr. Corke—Yes, between Apollo Bunder and Grant Buildings, which is even less exposed than Mody Bay, it being in the bight.

Captain Methven—The channel at Southampton is not of more than 80 feet in width.

Mr. Corke—But there is no swell there. I would take in a vessel, through a channel of 80 feet, if there were no swell.

Captain Henry—Is there no swell at Liverpool?

Mr. Corke—I have seen a considerable swell there at times. Sometimes, indeed, the swell is very great.

Captain Henry—Have you ever seen days there when a vessel could not be docked?

Mr. Corke—Yes.

Captain Henry—Does the tide run very strong?

Mr. Corke—Yes.

Captain Henry—Whether would you rather take a ship into such a dock as the one now proposed, or into dock at Liverpool?

Mr. Corke—Why, you would have no room here to turn a ship at all.

Captain Henry—And what room have you at Liverpool?

Mr. Corke replied to the effect that there was a great deal of room there.

Mr. W. L. Searle, dockmaster at the Government Dockyard, was then examined. He said he had known Bombay for twenty-one years;—for the last four years he had been connected with the Dockyard, and before that was in the Indian Navy.

The Chairman—Do you think the proposed dock would be in a good position?

Mr. Searle—I think that the spot is too small.

Mr. Adams—Do you mean the entrance to the dock?

Mr. Searle—No, I mean the space occupied by the dock itself.

The Chairman—Do you think the approach is well chosen?

Mr. Searle—The entrance is very bad, as vessels in entering should have their heads to the south west. The whole force of the sea would beat on the vessel's quarter; and that might be too much for her.

The Chairman—Do you consider a channel of 80 feet broad would be sufficient?

Mr. Searle—No, I do not. I consider that if that was the case a tug would be necessary.

In answer to Captain Methven, Mr. Searle said he did not like the shape of the proposed break water. He thought it would be better to have a straight break-water, running at an angle with the fore shore.

The Chairman—Is there any other place which you think would be better for a dock?

Mr. Searle—At Apollo Bay—if the water is deep enough—or at Trombay.

Captain Henry—Trombay is too far away from the business part of the town.

Mr. Searle—The Victoria Docks at London are as far off.

The Chairman—Do you think that docks are an urgent want in Bombay in the present state of trade?

Mr. Searle—Yes.

Captain Henry—Do your think it would serve as a security to the shipping?

Mr. Searle—Yes.

Mr. Bogie—I presume you refer to cyclones. Would it be a source of security in any other way?

Mr. Searle—In every way.

Captain Henry—Would it not obviate the occurence of accidents from collision?

Mr. Searle—The accidents that occur in the harbour from collision are trifling, taking into consideration the number of the ships.

Captain Henry—But when they do occur they are rather expensive?

Mr. Searle—Yes.

Mr. Searle promised to send in written answers to a number of questions which had been drawn up under the direction of the committee.

The Chairman said he had received from Lieut Ducat a copy of a proposal for the construction of docks at the Byculla Flats, but had not yet had time to read it. It would be submitted to the members of the committee for their perusal.

The Committee then adjourned.

EXTRADITION TREATY BETWEEN THE BRITISH GOVERNMENT AND THE NIZAM.

THE following Treaty concluded with His Highness the Nizam of Hydrabad is published in the *Gazette of India*:—

Extradition Treaty between Her Majesty the Queen of Great Britain and His Highness the Nawab Ufzul-ood-Dowlah Nizam-ool-Moolk, Asuf Jah Bahadoor, G. C. S. I., executed by Richard Temple, Esquire, C. S. I., Resident at the Court of Hyderbad, by virtue of full powers vested in him by His Excellency the Right Hon'ble Sir John Laird Mair Lawrence, Baronet, G. C. B. and G. C. S. I., Viceroy and Governor General of India, on the one part, and Sir Salar Jung Mookhtar-ool-Moolk Bahadoor, K. C. S. I., by virtue of full powers vested in him by His Highness the Nawab Ufzul-ood-Dowlah Nizam-ool-Moolk, Asuf Jah Bahadoor, G. C. S. I., on the other part.

Article 1.

The two Governments hereby agree to act upon a system of strict reciprocity, as hereinafter mentioned.

Article 2.

Neither Government shall be bound in any case to surrender any person not being a subject of the Government making the requisition. If the person claimed should be of doubtful nationality, he shall, with a view to promote the ends of justice, be surrendered to the Government making the requisition.

Article 3.

Neither Government shall be bound to deliver up debtors, or civil offenders, or any person charged with any offence not specified in Article 4.

Article 4.

Subject to the above limitations, any person who shall be charged with having committed within the territories belonging to, or administered by the Government making the requisition, any of the undermentioned offences, and who shall be found within the territories of the other, shall be surrendered:—the offences are, mutiny, rebellion, murder, attempting to murder, rape, great personal violence, maiming, dacoity, thuggee, robbery, burglary, knowingly receiving property obtained by dacoity, robbery, or burglary, thefts of property exceeding 100 Rupees in value, cattle-stealing, breaking and entering a dwelling house and stealing therein, setting fire to a village, house or town, forgery, or uttering forged documents, counterfeiting current coin, knowingly uttering base or counterfeit coin, embezzlement whether by public officers or other persons, and being an accessory to any of the above-mentioned offences.

Article 5.

In no case shall either Government be bound to surrender any person accused of any offence, except upon requisition duly made by, or by the authority of the Government within whose territories the offence shall be charged to have been committed, and also upon such evidence of criminality as, according to the laws of the country in which the person accused shall be found, would justify his apprehension and sustain the charge, if the offence had been there committed.

Article 6.

The above Treaty shall continue in force until either one or the other of the high contracting parties shall give notice to the other of its wish to terminate it, and no longer.

Article 7.

All existing engagements and agreements shall continue in full force.

Signed, sealed, and exchanged at Hyderabad, on the eighth day of May in the Year of Our Lord One thousand Eight Hundred and Sixty-seven.

(Sd.) R. TEMPLE,
Resident.

Ratified this day.

(Sd.) JOHN LAWRENCE,
Governor General.

FORT POLICE COURT.—7TH JUNE.

(BEFORE NANA MOROJEE, ESQ.)

CHARGE OF ATTEMPTING TO STEAL FROM A GODOWN.—Byajee Bapoo, Heera Nuttoo, and Moourjee Luljee, the last a servant and the other two labourers, were charged with having attempted to steal on the 6th instant, in a godown belonging to Messrs. Finlay, Clark & Co. The third prisoner said that a bale of cotton, while being taken up to his Master's godown, which was beside that of Messrs. Finlay, Clark & Co., fell down and came in contact with a plank which dropped into the godown of the informants. He therefore ordered the two labourers to go in and fetch out the plank, and they were there seen by the godown keeper of Messrs. Finlay, Clark & Co., who suspected them of thievish intentions and had them, and also the third man, taken into custody. The Magistrate, being inclined under the circumstances to believe the statement of the third prisoner, dismissed the charge. Inspector Barnes afterwards asked that the two first men should be tried for trespass, but taking the facts into consideration,—in particular the circumstance that the men had entered the godown under the instructions of another—the Magistrate declined to go into the matter.

THEFT.—A woman named Rukhmee was sentenced to three months' imprisonment in the Common Jail, with hard labour, for having stolen a saree, some dishes, and other similar articles from neighbours to whose rooms she had access.

ASSAULT ON BOARD SHIP.—James Allister, chief mate on board the ship *Thomas Seddon*, was charged with having assaulted the Captain yesterday, (Thursday), Mr. Ritson, the Captain went on board at 3 o'clock in the afternoon, and found the prisoner sleeping in his (Mr. Ritson's) chair, though it was a working order. He was told by the steward that the mate was drunk, and thereupon capsized him out of the chair. After that the mate refused to work, and, according to the statement of the captain, laid hands upon him to assault him, but he was siezed by other men on board and put him in irons. The prisoner denied having been drunk, but said the Captain had; and he also denied having first laid hands on the Captain. After hearing evidence from the carpenter and the steward, the Magistrate fined the prisoner one rupee—passing the remark that the Captain had not done right in capsizing the prisoner from the chair.

(BEFORE R. H. SHOWELL, ESQ.)

USING FALSE MEASURES.—Kutchra Nurpal, a shopkeeper, aged 16, was charged with having in his possession, and using in trade a false measure of capacity. On Thursday one Babool Gopal had gone to the defendant's shop to purchase some oorcial and being suspicious that the measure was false, made an inspection of it and then had it tested. On being tested in Court, the measure was found to have been rendered false by him, lined inside with a hard substance, apparently flour paste. The Magistrate found the case clearly proven, and fined Kutchra in the sum of Rs. 50, or in default to be imprisoned for one month, with hard labour, The fine was paid.

CASE OF THEFT.—Dewah Myen, a bunia, was charged with having yesterday morning, stolen one turban, one dotur, one jacket, and one brass lota, of the collective value of Rs. 9, the property of one Balu Damoodher, and was sentenced to one month's imprisonment, with hard labour.

VICEREGAL COUNCIL.

THE Council met at Simla on 22nd May, the Viceroy presiding:—

RAILWAY SERVANTS' BILL.

The Hon'ble Mr. Taylor, in moving for leave to bring in a Bill to render penal certain offences committed by servants of Railway Companies, said that the object of this Bill was to put a stop to the bribing of station-masters and other Railway servants, a practice which must obviously be injurious to the mercantile community as well as to the Railway Companies. The practice, he regretted to say, prevailed to a serious extent, and was likely to increase unless means were taken to check it. The Bill, in order to effect its object, simply declared that persons in the employ of Railway Companies should be deemed to be "public servants" within the meaning of Sections 161 to 165 of the Indian Penal Code. This declaration formed a section of a Bill now before the Council, for consolidating the Railway Law of India, which had been submitted to the Boards of the various Companies, but which might have to stand over for some months. No objection had been taken to the clause in question: on the contrary, there was a general concurrence of opinion in its favour, and the local Railway agencies were particularly desirous that the clause should be enacted at the earliest possible date. The Bill extended to persons employed on all railways and tramways in British India, and also (as to British subject) in the dominions of allied Princes and States, and as it was urgently needed, he trusted that it might become law with as little delay as the rules of the Council permitted.

THE Council met again on 29th May:—

The Hon'ble G. N. Taylor moved that the Bill to render penal certain offences committed by servants of Railway Companies be referred to a Select Committee with instruction to report in a week. He said that he had little to add to the remarks which he had previously made as to the object of the Bill and the results of its becoming law. The Bill simply declared that persons in the employ of Railway Companies should be deemed to be public servants within the meaning of Sections 161 to 165 of the Penal Code. This would render the taking of a bribe in respect of an official act by a Railway servant a penal offence punishable with imprisonment, with or without hard labour, for a term which might extend to three years, or with fine, or with both. At present, the only punishment to which such offenders were liable was dismissal; but it was obvious that when once a man was in possession of his ill-gotton gains, dismissal was practically no punishment at all. He held in his hand a letter from Mr. Stephenson, the member of the Board of Agency, who specially supervised the traffic administration of the East Indian Railway, in which he said that he was absolutely helpless in the matter of bribery and corruption of station-masters. "I can only dismiss a man," says Mr. Stephenson, "which he cares nothing about after he has made his money." And Mr. Stephenson pressed the enactment of Section 55 of the proposed Railway Act, which was embodied in the present Bill, "as the only means that would enable him to stop this bribery." Of course we could not hope to stop the practice unless we could bring the law to bear on each of the two parties necessary to every case contemplated by the Bill, unless we punished the giver as well as the receiver. As his Right Hon'ble friend Mr. Massey had observed to him the other day, if there was no briber there could be no bribee; but legislation, in England at least, had hitherto failed to reach the former. Should the present Bill become law, however, the Indian Penal Code would effect this object. The bribery of a Railway servant would be an "offence" under the Penal Code, and whoever abetted any such offence would, under Section 109, be punishable with the punishment provided for the offence. Take, for instance, the first illustration to that Section: If A. offers a bribe to B., a Railway servant, as a reward for showing A. some favour, such as giving him a undue preference in the hiring of Railway waggons, and if B. accepts the bribe, A. has abetted the offence of bribery, and would be liable to the punishment before mentioned. Suppose, too, the bribe was not accepted, the would-be briber would still be punishable under Section 119 of the Code with imprisonment for a term which might extend to 18 months, or with fine, or with both. Mr. Taylor concluded by hoping that as soon as these provisions were generally known, an effectual check would be placed on the scandalous proceedings in the Traffic Department of our largest Railways, of which he had lately heard so much, and to which it was unnecessary to refer more particularly.

The Hon'ble Mr. Maine was anxious that the Bill should be referred to a Select Committee, in order that the Council might be sure that if it became law, no more would be imposed on Railway servants than they might be reasonably expected to bear. He might mention that when he was passing in 1865 through the Central Provinces, he had been told by Captain Sherard Osborne, one of the highest authorities on the subject, that it would be quite impossible to work the Indian Railway system without some such enactment as the present.

The motion was put and agreed to.

CURRENCY ACT AMENDMENT BILL.

The Right Hon'ble Mr. Massey, in moving for leave to introduce a Bill to amend Act No. XIX. of 1861 (*to provide for a Government Paper Currency*), said that the Council were aware that for the purposes of the Currency Act, India was divided into a number of Circles of Issue, and that Government Promissory Notes not issued in the Presidency towns were payable only at the place where they were issued, and at the principal town of the Presidency within which such place was situated. This arrangement was generally very suitable, but it was found to be inconvenient where the course of trade did not coincide with the political divisions of the county, in reference to which the system of issue and payment was established. For example, the trade of the Central Provinces was now almost wholly with Bombay; with the rest of India their trade had diminished, where it had not altogether disappeared. But Notes issued at Nagpore were payable only there and at Calcutta, the Presidency town of the Presidency within which Nagpore was situated. Much inconvenience was accordingly caused to the traders of the Central Provinces who desired to make use of Currency Notes in their transactions with Bombay. Mr. Massey had communicated on the subject with the Chief Commissioner, who agreed that it was desirable to substitute Bombay for Calcutta as the Capital of the political division in which, for the purposes of the Currency Act, Nagpore should be deemed to be situated. He (Mr. Massey) had accordingly prepared a short Bill by which he proposed to empower the Governor General in Council to transfer, for the purposes of the Currency Act, any place of issue other than a Presidency town from one Presidency to another. The convenience of the enactment, so far as regarded the commercial relations between the Central Provinces and Bombay, would be great; and Railway communication having been established, no difficulty would result to Government from a glut of Currency Notes at Bombay, for it would now be easy to convey thither from Nagpore the specie necessary to cash the Notes. The proposed enactment was merely a matter which might have been settled by an Executive order, but for the stringency with which Section 8 of the Currency Act had been framed.

The motion was put and agreed to.

The following Select Committee was named on the Bill to render penal certain offences committed by servants of Railway Companies: the Hon'ble Mr. Maine and the Mover.

The Council then adjourned.

INTERRUPTION ON THE PERSIAN LINE OF TELEGRAPH.

THE following correspondence appears in the *Gazette of India*:—

From LIEUTENANT-COLONEL F. J. GOLDSMID, Director-in-Chief, Indo-European Telegraph, to COLONEL W. F. MARRIOTT, C. S. I., Secretary to Government, Bombay,—(No. 15, dated Teheran, the 7th March, 1867).

The Government Resolution* No. 30 of the 30th January last, having called my attention to the "continued interruptions on the Persian Line" of Telegraph, I have the honour to sumbit a full reply from Major Smith, R. E., the Director, which will, I trust, satisfy Government that all that can be done is done to overcome the moral and physical difficulties which exist to the maintenance of an efficient Telegraph in a country where patience and energy are taxed to the utmost to obtain the results required. So abundant is proof of this effect in Major Smith's official records, that a cursory examination of these would bring conviction to the most prejudiced observer.

Mr. Walton's remarks on the state of the Persian Line should, I respectfully suggest, be at least reserved until something like experience of the subject enable him to report and speculate more accurately thereon. That orders equivalent to a partial prohibition *did* exist relative to the Russian route, must have been known to him when I was last at Teheran, or he would not have referred to me the question as to when that route might be rendered available for traffic? To that question I could at the time give no positive answer from circumstances already explained;* nor do I at this moment know when, or by what authority, the implied prohibition or restriction was removed prior to receipt of Lord Cranborne's recent Despatch.

When the second wire shall have been fairly put up, and the five years' Convention commence to have effect, I trust that satisfactory communication will be renewed through Persia. In the meanwhile, the Turkish and European Lines beyond Constantinople are reported to be working well: and the state of the line from Teheran to Tabriz† makes the Russian route for the present unreliable, quite independently of other considerations.

P. S.—The letters noted in Major Smith's 1st paragraph being already before Government, I can only request the favour of reference to them.

From MAJOR R. M. SMITH, R. E., Acting Director, Persian Telegraph, to LIEUTENANT-COLONEL F. J. GOLDSMID, C. B., Director-in-Chief, Indo-European Telegraph,—(No. 523, dated Teheran, the 6th March 1867).

With reference to Government Resolution No. 30 of 30th January 1867, I have the honour in reply, to refer you to my former letters to the Secretary to Government, Nos. 392 of 4th September 1866, 393 of 5th September 1866, and 478 of 7th January 1867, especially paragraph 8 of No. 478.

2. I beg respectfully to recall to your recollection that the Persian Telegraph was originally constructed in 1864 by the Persians themselves, with the assistance of the English staff. The English officers had no control whatever either the supply of material or the expenditure of money, which were entirely in the hands of the Persian authorities. Our whole position in the country was indefinite and unsatisfactory, so much so as at last, in October 1864, to cause the suspension of all interference on our part with the Telegraph. A temporary arrangement was subsequently made on the 15th December 1864, which gave us a limited control over the working of the line, but none over its maintenance and repair. On the expiry of this period negociations were commenced, which resulted in the Convention signed on the 23rd November 1865.

3. The poles originally supplied were of very inferior quality and dimensions, and were rapidly destroyed, in many parts of the lines, by dry rot and white ants, not to mention perpetually recurring instances of wilful damage. The remonstrances which I repeatedly addressed to the Persian authorities, both direct and through Her Majesty's Minister, were of no avail. And when the negociations for the Convention began, it was, of course, unadvisable to propose to expend any money ourselves, until it was known what the result of the negociations should be.

4. The measures I have since adopted for the carrying out of the Convention, I have already fully reported in the three letters above referred to. Every possible effort is being made to complete the renewal of the decayed posts and the erection of the second wire, a work, as I have already explained, tantamount to a re-construction of the line. The difficulties thereby entailed can, I venture to state, be appreciated only by those who have had some experience of Persia and its inhabitants.

5. Mr. Walton's strictures on the Persian Line require a little explanation to prevent their leaving a false impression regarding the subject of his letter, *viz.*, communication *via Russia* and Persia. He states the number of messages rejected by the Persian Line, owing to interruptions between Bushire and *Bagdad*, while it is only about half this distance, *viz.*, Bushire to *Teheran*, that has anything to do with messages *via* Russia, which are, therefore, in no way affected by interruptions between Teheran and Bagdad. A portion of the latter line, moreover, is not in Persia. I may also remark incidentally that the rejections specified by Mr. Walton are made by my own orders. Unless the Perso-Turkish Line is clear from Bagdad to Bushire, I have instructed the various offices to reject all messages that may be offered, on the ground that it is better, while another route (*via* Fao) is open, that telegrams should be despatched without delay, than that, by accepting them a fictitious importance should be given to the Persian Line.

6. Mr. Walton's statement that "had the lines through Persia worked as well as the Turkish Lines, upwards of 8,000 messages would have been sent by the former," is apt to mislead, as it must be borne in mind that the Persian Line is hitherto only a single wire, and that every day is therefore equally divided between the Persians and ourselves. According to his own statement, only 289 messages were rejected by the Persian Line during 15 months.

* *Vide* papers published in the *Supplement to the Gazette of India* dated 23rd February 1867, pages 145, 146.

* The Despatch to the Under-Secretary of State for India of 12th December last, of which, I believe, a copy was sent to Bombay Government on the 17th idem.

† The sole link to the Russian Line, and one beyond our control.

EXTENSION OF IRREGATION IN GUZERAT, CANDEISH, AND THE DECCAN.

(*From the Bombay Builder.*)

FOR the satisfactory treatment of the subjects which I propose to discuss, namely, how the extension of irrigation in the chief districts of the Bombay Presidency may best be accomplished it is first necessary to obtain a clear conception of the exact end in view, and of the general conditions under which any engineering operations designed to effect that end will have to be carried out.

2. It is, as I understand, the present desire of the Government to do what is practicable for the provision of the means of irrigation in all parts of India to such an extent at least as shall protect the country from the consequences of seasons of extreme drought; and, so far as Bombay is concerned, the practical question now for consideration therefore is, what steps shall be taken for giving effect to this policy in that Presidency?

3. If we except Sindh, regarding which I have already recorded my opinions, very little has yet been done in this direction in the provinces of Bombay. Within the last few years it is true the great importance of irrigation has been more clearly felt, and such measures as were at the time possible have been taken for the prosecution of investigations having in view the preparation of projects for works of this class. But from the nature of the system under which funds were available for these purposes, the scope of the operations of the Public Works officers has been greatly restricted, and their efforts have been directed to securing the readiest means of utilizing the most accessible sources of water-supply, rather than to seeking for a method of providing water for the districts which most required it, or were most likely to be benefitted in an important degree by irrigation works.

4. In saying this I should perhaps add that nothing is further from my intention than to impute any blame; so far from it that I have no doubt that what has been actually done was under the circumstances the right thing to do, and that the works which have already been begun, will form the best possible centres from which to proceed in carrying out the far broader policy which has now happily been adopted.

5. The great characteristics of the seasons and of the natural water supply, are generally similar in all the three provinces, Guzerat, Candeish, and the Decan to which these remarks are intended to apply. The rain-fall is for agricultural purposes confined to the monsoon months, that is, from June to September. There is either no cold weather rain, or its amount is so trifling as to have no importance whatever. The culturable lands everywhere lie in the proximity of mountains of only moderate elevation, the natural drainage of which supplies no permanent streams of importance. Exceptionally very small perennial rivulets are met near the chief mountain ridges, and a limited area of land is already irrigated from such sources. The larger rivers are commonly torrents of very fluctuating magnitude during the rainy months, and almost dry after Christmas. The beds of these rivers at the same time are most frequently cut so deep below the surface of the country as to make it difficult to bring the water from them for the purposes of irrigation.

6. The absolute quantity of water which is available in the form of rain on the neighbouring hills, or of flood-water passing down the rivers, is however very ample to meet all possible wants of the country, if it can only be suitably stored and diverted; but under the circumstances that have been just stated, the task of providing anything approximating to a permanent supply of water is likely to be much more difficult and costly than would have been the case if any permanent streams naturally existed. The provision of irrigation becomes, therefore, to a greater extent than elsewhere, a financial question, and the problem to be solved is mainly how to supply the water so as to yield a profit, or at all events not to lead to a charge on the finances.

7. Again, as there are no permanent streams of magnitude, there is no distinctly obvious or unquestionable plan to adopt for accomplishing what is desired; and after the first specially convenient localities for works have been occupied, and the available small permanent supply of water has been exhausted, a sort of difficulty arises as to what should be done next, and as to the way of determining how or where the reservoirs, dams, or canals, some combination of which must be resorted to, shall be constructed.

8. It appears to me that the proper way to proceed under these circumstances is entirely to invert the order in which such enquiries have hitherto been made. Instead of proceed-

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ing from a given water-supply, or a given convenient site for works, and thence seeking for the land to be irrigated from them, and for the means of reaching that land with irrigating channels, the more proper course would appear to be to begin from the land requiring irrigation and having considered in each district what area has to be provided for, and in what localities, to seek how the needful water can best be obtained. This method of going to work may at first seem somewhat more troublesome, and may have an appearance of entering upon a task of very great magnitude; but it has in fact already become in some measure necessary from the acknowledged difficulty of finding exceptionally favourable sites, and from the very limited quantity of the permanent water-supply. So long as we were satisfied with turning to account any especially convenient source of supply, the old way of going to work was quite legitimate and sufficient; but having given up the old way of viewing matters, and having determined to provide water where it is wanted rather than where it is readily procurable, it is no longer possible to trust to exceptional sites, and the question must be faced how to obtain water for specific tracts of land which require irrigation, under the specific conditions which in each case affect the actual available natural drainage area, or rain-catchment basin, from which the water must come.

9. On such a system the first question for the Engineers will be to ascertain the quantity of land to be irrigated in the several localities, which will commonly be strictly limited in extent by natural boundaries of hills or rivers. It will then be necessary to settle some arbitrary proportion of the whole area which shall, if possible, be provided with water. It cannot be expected that the whole area could ever be irrigated even if water could be found for it. Some land will remain fallow; some crops will not require water, or a very little will suffice for them; the agricultural population now existing will not be able for some time at least to convert more than a moderate area of dry into irrigated cultivation. Moreover, having regard to the intention of the Government to extend the benefits of irrigation as widely as possible, as soon as possible, it will manifestly be preferable to give a certain moderate proportion of irrigation to all districts, before attempting to push to the utmost the provision of water in any one district.

10. The exact proportion of the whole cultivated area to be supplied with water at the outset, must in each case be left to be determined on a consideration of the relative facility of giving the supply, and the urgency of the demand for protection from drought, or the probable capacity for making early and full use of the water. It is, however, probable, I believe, that about one-fourth of the entire area, or one-third of the cultivated area, might be found a fair proportion to adopt at first under average circumstances. In a district of peculiarly small rain-fall, a larger proportion might be deemed proper if it could be obtained without serious difficulty.

11. Having approximately estimated the extent of land to be watered, the next step would be to ascertain the probable character of the cultivation; and with reference to the nature of the crop, and the amount of natural rainfall, to calculate the quantity of water required to be artificially provided at the various periods of the agricultural seasons. This will give a general indication of the extent and character of the works that will be needed. Where the distinction between the Rubbee and Khureef crops is plainly marked, the necessity for making special provision for each will of course appear. Where the variation of temperature between the coldest and the hottest months is not so great as to lead to the sharp separation of the agricultural seasons, a corresponding modification in the manner of supplying the water will be possible. Here the capacity of the land for producing crops without rest will furnish almost the sole standard of the maximum demand for water, while in the former case the periodicity of the seasons will introduce a limitation of the demand of equally great importance.

12. It may be said, and with much truth, that there will be considerable difficulty in thus estimating the quantity of water required for the irrigation of a tract of land, and that it may even be impracticable to do it in a very trustworthy manner. It is unfortunately the case that in few parts of India has such attention been paid to the detailed working of irrigation, as to have furnished really satisfactory data relating to the area of various descriptions of crop that can be sufficiently irrigated by a given quantity of water. But approximate results have been obtained, and it is to be hoped that the attention of all Engineers in charge of works of irrigation will henceforth be directed to the point, and that our information on the subject will continue to improve in the future.

13. I would add that a knowledge of this matter, the proper irrigating duty of a given volume of water, is not only of importance in aiding the projectors of new works, but is of equal value to those who have charge of the works that are completed. It must obviously be one of the principal objects of the administrative officers in charge of irrigation works to extend to the utmost the benefits to be derived from the water, and this can only be fully accomplished by ascertaining that the greatest possible area is watered by the smallest quantity of water which will give a good crop. It may be true that it will be difficult to adjust exactly the balance between the water-supply and the area irrigated, and that no precise rules can ever be laid down on such a point; but it is practically certain that unless special attention is paid to this adjustment, the maximum advantage to the country will not be derived from the available supply of water, which is as essentially limited as the de[illegible] unlimited.

14. After these general observations I s[illegible] proceed to offer a few remarks on the spec[illegible] character of the principal districts of Bombay with regard to the provision of irrigation.

15. The Concan is geographically the narrow belt of country between the Western Ghats and the sea. The rain-fall is everywhere heavy, and the cultivation during the monsoon is almost always successful. It is not doubtful that the agriculture could be much benefitted by improvement of the control over the water-supply during the monsoon; or that by the aid of dams and reservoirs cold weather and hot weather crops could be raised in much greater breadth and abundance than at present. But the necessity for artificial aids to cultivation is much less in this region than elsewhere, and it is probable that progress should be obtained where it is more needed before taking up the improvement of the Concan. It must not be overlooked, however, that the proximity of the city of Bombay will give greatly increased value to improved cultivation in these districts, and the policy of affording the means of irrigation during the dry season to the country within easiest reach of the Bombay market is worthy of careful attention, not only in the interest of the producers, but of the consumers also. All that can be done to secure a plentiful and cheap supply of food for man and beast in a city like Bombay, will well repay the trouble devoted to it.

16. Passing on to Guzerat, it will be found that the rain-fall gradually diminishes in abundance as we proceed northward from Bombay; so far as I could learn, it is about at Bulsar that such a reduction of rain has taken place as to indicate that irrigation would be certainly most beneficial. Beyond the Nerbudda, the rain-fall approximates in quantity to that of the upper part of the North-Western Provinces between the Ganges and Jumna, and though I am not aware that any severe drought has ever been felt in this part of Guzerat, there seems no question that the rain-fall is often so short as to cause much loss to the cultivators. In northern Guzerat the conditions of temperature are such as to establish fully the distinction between a Khureef and Rubbee crop; in the southern parts of the province the climate is more tropical, and the cultivation of temperate cereals ceases.

17. Though several large rivers traverse Guzerat, the permanent supply of water in none of them is important. Further, they flow for the most part in very deep beds, and bring down floods of vast amount in the rainy season. I would not say that such permanent streams as they afford may not be utilized at a cost which will pay, but the difficulties to be overcome will be great. It seems probable that some of the smaller streams which run in beds less depressed below the surface of the country, would be found to yield a sufficient supply of water during the monsoon months, and for the Khureef crop. What would be required for the Rubbee, in the cold weather and hot dry months must, under any arrangement, be mainly obtained from reservoirs; and it is at first sight likely that the small permanent supply of the largest rivers will, in most cases, be so difficult to obtain possession of, that it must be rejected. The sort of arrangement, therefore, which seems most suitable is to divert the monsoon supply of some of the smaller streams, making up the required quantity of water, if necessary, by combining several of them, or by drawing something from one of the larger rivers and to arrange reservoirs within the hills in which the streams rise, or outside of them, if suitable sites can be found, which shall be able to discharge into the irrigating channels fed from the monsoon waters. In one or two cases, the Taptee and Sabarmuttee for instance, it may be possible to deal with the larger rivers without incurring too great expense, and the Engineers employed on the preliminary investigations to be taken up in Guzerat will no doubt first look to these as affording the groundwork for practical projects which can be brought into a shape fit for execution at an early period.

18. It may be noticed that there exist in Guzerat small irrigation dams, constructed some years ago by the late Major Fulljames, on one of the smaller rivers, on a very inexpensive plan, which have been used with much success. They are placed at intervals along the stream, and are closed and opened in succession so as to divert the flood-waters in turn to the lands on the banks. For a small and very intermittent supply, such an arrangement seems very suitable, but it is probable that it would be better to form an entirely new artificial irrigating channel with a single dam at its origin in all cases where the supply could be maintained pretty constantly, and was tolerably abundant.

19. I had the advantage of speaking to Major Prescott, of the Settlement Department, regarding the prospects of irrigation in Guzerat. I understood him to consider that there was an almost indefinite scope for the application of irrigation to the cultivation as now carried on, both in the Khureef and the Rubbee seasons, and that the land would on an average very readily pay as much as Rs. 4 per acre on an irrigated crop in addition to the present Settlement rates. The large population, and the very careful character of the existing agriculture, afford strong grounds for expecting that the benefits of irrigation would be very quickly taken advantage of in this province.

20. The physical characteristics of Candeish and the Deccan are sufficiently alike to admit of my speaking of them together. In Candeish and the northern portions of the Deccan there is distinct Rubbee cultivation; further south the division of the seasons is less marked, and the crops are more generally tropical. In both provinces the cultivated lands commonly lie in comparatively flat-bottomed valleys, traversed by streams mostly dry from December to June, and closed in on both sides by steep hills. Along the summit of the Western Ghats the rain-fall is heavy, but it rapidly diminishes as we proceed eastward, and in some regions the average fall is as little as 10 inches, or still less. Even in those valleys closest to the Ghats, few of the streams maintain anything but a very small stream in the dry months, and the largest of the rivers hardly bring down 100 cubic feet per second after February. The rivers usually flow in deep beds from 50 to 100 feet below the edge of the cultivated plain which they traverse, the slope of their beds being from 2 to 5 feet per mile. The cultivated lands rise rapidly from the central stream to the hills on either side with an inclination from 10 to 50 feet per mile, and are much scored through by transverse nullahs and hollows.

21. This arrangement of the surface makes it peculiarly difficult to obtain the means of irrigation. The longitudinal slope of the valleys is so small, that a canal must be carried a great length before it rises from the lever of the river-bed to the level of the country to be watered. When sites are sought for reservoirs, excepting on the main rivers, the slopes of the country are so strong, that a very high and costly dam is necessary to give a large capacity for storage. If dams are placed across the main rivers they suffer under the disadvantage of requiring waste weirs of capacity enough to discharge the entire river supply, for the quantity of water that could be retained by the largest possible dam is probably not more than one-tenth part of the whole volume of water passing down the river. Further, a dam so constructed will have the serious defect of stopping the whole of the silt brought down by the river while only a small portion of the water is utilized.

22. The irrigation works that have hitherto been executed in the Deccan and Candeish have principally been dams across streams having a small permanent supply with canals leading from the damps of such capacity as to utilize the minimum discharge of the stream, or something slightly in excess of it. The more ancient works of this character in Candeish in the Western part of which such dams known as Bundaras are frequent, are of very small size; though so far as they go they are extremely valuable. The works lately undertaken by the Public Works Department are on a larger scale than any of the old native works, but still are of small dimensions compared to the works of the Madras deltas or the North-West Provinces. Till now nothing has been settled as to the best means of extending the utility of any of these works by connecting them with reservoirs. The Engineers have not come to any conclusions as to the safest and most economical system of storing water, and this very important subject has not yet passed from the stage of discussion and speculation into that of fact.

23. The result of the information that I have obtained from the officers who have been employed on these works, and chiefly from Lieutenant-Colonel Fife, whose attention has long been directed to these important but difficult problems, may be briefly stated, not in any dogmatic spirit, but rather with a view to assist further discussion and research on the part of the many intelligent Engineers engaged in this branch of their profession. It appears, then, that the first step should probably be to derive from one of the principal streams a sufficient supply of monsoon water to provide for the wants of each locality during the rainy months. The means of doing this would be found by going backwards from the land to be irrigated along the most convenient line for a canal until a sufficient supply of water was met with, either in a single stream, or in several streams. Suitable dams and escape weirs would then be formed on these streams and canals led from them. These canals, in the comparatively long course which must be given them in order to bring them up to a proper level to command the cultivated lands, will cross many minor side streams, the water flowing down which m[illegible]ht be drawn into the irrigating channel so far [illegible]t was required. In this manner a fairly [illegible]ntinuous supply of water may probably be furnished for most parts of the country from July to September, which will, therefore, suffice for the satisfactory maturing of one crop at least. To prolong the supply into the cold weather and dry hot weather, so far as the conditions of the agriculture of the district required, (this being determined on the general principles already explained), recourse would then be had to reservoirs to be formed along the line of irrigating channel. Such reservoirs might either be formed by damming up lateral lines of drainage of minor extent, or by throwing the surplus waters brought down from some river having an ample monsoon supply into some suitable basin or reservoir. So far as it was practicable, every reservoir should store the entire volume of water brought down into it from the drainage basin on which it was formed, or the river from which it was fed, so as to avoid to the utmost the necessity for a waste weir, and at the same time to reduce to the utmost the relative quantity of silt thrown down in the reservoir. I may add that the above method of proceeding is substantially that which is followed in those districts of Madras and Mysore, where the physical conditions of the country are most like those of the Deccan.

24. With a view to the satisfactory progress of the preparation of designs for works under these circumstances, I am strongly impressed with the probable advantage of obtaining, as early as possible, such a general knowledge of the exact levels of the surface of any district which it is proposed to irrigate, as will suffice to form a skeleton contour map. Such a system of levels might be got by levelling up the chief water channels, and making cross-sections at fixed intervals, which cross lines should be again combined with a longitudinal line along the water-shed between two neighbouring streams. I entirely discredit the power of the eye in estimating the relative levels of the surface of gently sloping ground broken up by hills, and the more exact the knowledge that can be obtained, of the form of the surface at a moderate outlay, the better will it be for all the subsequent operations of the engineer. With the help of native surveyors such a net-work of levels might, I feel satisfied, be obtained at a very small cost. All experience shows the great waste of power and time that arises from isolated levelling operations where a complicated system of irrigating channels has to be worked out, and the greatest care should be taken to start any newly organized irrigation establishment with a thorough perception of the necessity for keeping all its levelling records in the most perfect order, and in such a form that every new line of levels shall be a permanent addition to the fixed knowledge of the Department.

25. As to the prospects of remunerative return from irrigation in these districts, Colonel Francis, the Settement Commissioner, considers that the additional sum that can be realized is likely to be quite as much as that already mentioned for Guzerat, namely, Rs. 4 an acre for an average crop. Colonel Francis is strongly impressed with the great importance of doing what is possible to give irrigation as early as possible to the dry zone of the Deccan, which is a band running parallel to the line of ghats, and at a distance of about 20 or 30 miles to the east of them, along which the rain-fall seldom exceeds 10 inches. It is, I believe, a constant and probably an essential characteristic of districts of small rain-fall that much in proportion as the absolute fall is small, so the variations are great, and the risk of severe drought great also. The attention of Colonel Fife has already been given to the supply of water to a portion of this dry region about Indapoor, and it may be hoped that a project will be soon matured which will serve as a model on which to frame future schemes of a like nature.

26. I have not the returns of Candeish irrigation by me for reference, but the general results show a satisfactory growth both of the area irrigated and of the revenue received by the State. So far as I can learn, however, a somewhat more complete responsibility should be put upon the Engineers for the proper maintenance of the Candeish works, and the line of the duty of the Revenue and Engineer Departments should be more precisely defined. The Engineers should, I conceive, be made fully responsible for all that concerns the works and the water supply, and though of course they would be bound to attend strictly to all the implied or written engagements of the Government with the cultivators for the maintenance of the works, they should not be liable to the interference or control of the Revenue Officers in such matters. The Engineer should be regarded as the final authority in respect to the works and the water supply, as the Collector should be in respect to all matters of revenue. Regular inspections should be made of all the works, and all questions as to repairs and maintenance should be dealt with by the Engineers and not by the Revenue Officers. The extent of the irrigation should be watched by the Engineer, and comparisons instituted between the results of various works having varying supplies of water. All matters affecting the revenues coming to the knowledge of the Engineer should be brought to the notice of the Collector by the Engineer; the Collector in like manner informing the Engineer of anything appearing to call for attention in the mangement of the works. In short, the Engineers in charge of the irrigation should be placed in the position of an administrative department, acting concurrently with the Revenue authorities in respect to their special duties, and fully responsible before the Government both for the maintenance and the active development of irrigation in the districts in which they were placed. I understand that Colonel Francis has recently been paying special attention to the condition of the Candeish works, and it might be suggested that the results of his enquiries may give occasion for considering further the general scope of these remarks.

27. In connexion with this portion of the subject, I may further observe that I am under the impression that a proposal has been made in some quarter to the effect that on the completion of any new irrigation work, the cultivators should be required to make use of the water, and should be charged for its use whether they desired to have the water or not. I cannot avoid expressing in the most distinct manner my own disapproval of any such procedure, and I feel assured that the Government of India would much prefer to leave the utilizing of the water, and the full realization of the returns from irrigation, to take place by a regular and natural spontaneous growth. It is almost certain that the demand for water will, in a very few years, far exceed the power of supplying it, and there is much danger of committing great injustice by attempting to force the introduction of irrigation prematurely. To bring about any sudden change in the practice of agriculture by anything like compulsion would be a dangerous step to say the least of it. To argue that because the Government has spent money on these works mainly to benefit the cultivators, it has, therefore, acquired the right to compel the cultivators to use water at its own price, for the proposal to which I have referred pretty much comes to that, is to take up a position utterly indefensible, and contrary to every principle of good government. I cannot say that I have any cause to suppose that the Government of Bombay has entertained, such a proposal as this, and in case of the new canal drawn from the Girna in Candeish, the option of using the water or not has, I understand, been left entirely to the cultivators. But the objections to attempting to force on the practice of irrigation, though dictated, doubt, by a good motive are to my mind so great that I have thought it necessary to draw attention to the matter, at the risk of combating a view which was not at all likely to receive any support.

28. I understand that it is the established practice of the Revenue Department in the Bombay territory to make a separate special charge in addition to the land revenue proper, for the use of water derived from all irrigation works. For the reasons I have already given in my memorandum regarding irrigation in Sind, I consider that this course is almost essential where irrigation is introduced on land previously cultivated without irregation, and already under Revenue Settlement, and the ordinary practice in Bombay conforming to this view no further remarks are necessary on this point.

29. I cannot avoid reference to another topic closely bearing on the financial scope of all irrigation works. I have been given to understand that there is not one of the larger irrigation works now in progress in Candeish and the Deccan on which the actual expenditure will not probably exceed the estimate by something like 50 per cent. It is obvious that so far as the purely financial interests of the State are concerned, it is a matter of no importance whatever whether such an excess of cost be justified by administrative considerations or not. The only financial justification that can be accepted is that the works will, notwithstanding their increased expense, still give a proper return from improved revenue. How far such a result may in the actual cases in hand be obtained I cannot say, nor, perhaps, is it in one sense very important. But it is impossible to exaggerate the importance of the Disbursing Department engaged in operations such as those now under consideration, obtaining the thorough and continued confidence of the Financial Department through which the needful capital for executing the works is to be provided. It has already been asserted by many persons that the alleged profits from irrigation works are illusory or fictitious, and it behoves all those who believe the contrary to see that no exaggeration of possible profits shall ever be used as an argument in favour of executing a work, that no under-estimate of first cost shall ever swell the anticipated profit, and that no laxity of management shall tend to reduce the actual profit below the estimated amount, on the faith of which the work was sanctioned. It is merely a question of time how long an unsafe financial system can go on without detection; and it is very certain that if from any cause alleged profits from projected works are found to be habitually overstated, the Government will be forced in defence of its financial safety to exercise increased rigour in the scrutiny of projects, and diminished freedom in the supply of funds for construction.

30. It will not be out of place if I also draw attention to the importance of making all new irrigation works undertaken in these districts subservient as far as possible to purposes of communication. Where ever it is possible the canals should be constructed so as to be fit for navigatoin and in designing all the masonry works, attention should be paid to this. Also it will, in many cases, if not in all, be possible at a very small additional cost to make roads along the banks of the principal lines of irrigating channel. Such roads are of very great importance to the irrigation establishments, as they facillitate easy access to the works and the irrigated districts, and it will in all cases be worth while considering whether such additional outlay as might be necessary for making the bank of the canal a convenient road for ordinary traffic will not be well applied.

31. A few words may be said in conclusion as to the system that might best be followed in extending the action of the Public Works Department as now constituted, so as to bring it as soon as possible into a condition of progressive activity such as the high importance of the early extension of irrigation fairly demands. I understand that the Government of Bombay has already obtained the sanction of the Government of India to the appointment of a separate Chief Engineer for Irrigation Works for the Bombay Presidency. Under this officer the operations in Sind will naturally form a distinct section of the administration. In that province the practice of irrigation is so fully established that there will be no probability of much difference of opinion arising as to the general direction in which the Engineers should extend their action, after the main questions at issue as to the expendiency of constructing permanent canals are once settled. In the Deccan, Candeish, and Guzerat it is otherwise. Here the existing works are few and scattered, and of those lately undertaken not one is yet brought into full operation. It at the same time naturally happens that very few of the Bombay Public Works officers have experience in the designing or management of irrigation work. Under these circumstances it would seem likely to be the best course to strive to extend the provision of irrigation by regarding those places where the Engineers are now actually constructing irrigation works as centres from which to advance. The officers now employed on these works who have already acquired some experience, could be supplied with additional assistants, and encouraged to prepare projects for the extension of the utility of the works now in hand, or for the provision of irrigation to other districts in their immediate vicinity. In Guzerat one or two additional special surveying officers could usefully be employed, no work of this sort having hitherto been taken up there. To assist the Chief Engineer in supervising the preparation of the new projects, and to prepare for the means of properly controlling the operations of the department when greater activity of construction becomes possible, two Superintending Engineers, one for Guzerat and Candeish, and one for the Deccan, would seem to be desirable. Such an expansion of the establishments would not lead to important present outlay, and would open the way for the more vigorous action of a strong and expanding separate irrigation administration, through the operation of which alone can such progress be secured as shall fully come up to the expectations that may now justly be formed as to the early general extension of irrigation in all parts of India.

R. STRACHEY, Colonel,
Inspector General of Irrigation Works.
Madras, 17th April, 1867.

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COMMISSION.
On the sale or purchase of Government Paper, Bank Stock, and other Securities, ½ per cent.
The Bank receives Government and other Securities for safe custody free of charge, Interest or Dividends thereon being credite to account, or remitted home in the Bank's Bills.
On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. commission charged if the amounts be paid in India; if remitted home by the Bank, no charge.
On delivering up Securities deposited for safe custody, ¼ per cent.
Office hours 10 A. M. to 4 P. M.: Saturdays 10 A. M. to 1 P. M.
Bombay, 22nd May 1867. JAMES DOUGLAS, Agent.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
EXCHANGE.
The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe at the following current rates of Exchange:—
On London, at 4 ms' sight above £50 1s 11½d. per Rupee.
„ 3 do. 1s 11¼d. „
„ 2 do. 1s 11d. „
„ 1 do. 1s 10¾d. „
On demand 1s. 10½d.
On Scotland do. / On Ireland do. / Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight } 1s. 10½d.
The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius and Yokohama.
The Bank also draws on the Branches of the Bank of NewSouth Wales.

INTEREST.
On Deposit accounts payable on demand will be credited half yearly on 30th June and 31st December, at the rate of two per cent. per annum on the minimum, monthly balances should same not have fallen during the half year below Rs. 1,000. Where balances have fallen below Rs. 1,000 no interest will be allowed.
ON FIXED DEPOSITS.
12 months 6 per cent.
6 do. 5 „
3 do. 4 „

COMMISSION.
The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—
If to be remitted in Bank's Drafts, without charge.
If to be paid in India, a Commission will be charged of a ¼ per cent.
On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.
Commission charged on purchase and sale of Government Securities ¼ per cent.
All Letters should be addressed and Hoondees made payable to the Agent, Chartered Mercantile Bank.
Bombay, 22nd May 1867.

ORIENTAL BANK CORPORATION.—INCORPORATED BY ROYAL CHARTER.
The current rates of Exchange are:—
On London at 4 months' sight 1s 11½d. per Rupee.
„ 3 do. 1s. 11¼d. do.
„ 2 do. 1s 11d. do.
„ 1 do. 1s. 10¾d. do.
demand 1s. 10½d. do.
On Scotland do. / On Ireland do. / On Paris do. } 1s 10¾d. do.
Circular Notes payable throughout Europe. 1s 10½d. do.
No Drafts at four months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.
All Treasury Drafts, Hoondees and other orders for realization to be endorsed "Pay the Oriental Bank Corporation, or order."
Any information as to rates of business may be had on application at the Office or by letter to the Agent.

KURRACHEE SUB-AGENCY.
An Agency of the Corporation has been opened at Kurrachee, where Deposits are received on the same terms as at Bombay. The Agent also buys Bills on England and elsewhere, and grants Drafts on the Head Office and Branches of the Corporation.
Bombay, 23rd May 1867.

THE DELHI AND LONDON BANK (LIMITED).—ESTABLISHED IN INDIA 1844.
Capital *One Million Sterling*, in 20,000 Shares, of £50 each.—Paid up Capital £325,000.
HEAD OFFICE, LONDON—J. C. PARRY, Esq., General Manager.
INSPECTOR OF BRANCHES IN INDIA:—DAVID LANCASTER, Esq.
BRANCHES:—Calcutta, Bombay, Delhi, Lahore, Allahabad, Mussoorie, Lucknow, Jubbulpore and Benares.
London Bankers—Union Bank of London.
EXCHANGE.
4 months' sight at 1s. 11½d. per Rupee.
3 do. at 1s. 11¼d. „
2 do. at 1s. 11d. „
1 do. at 1s. 10¾d. „
On demand at 1s. 10½d. „
On Scotland and Ireland at 1s. 10¾d. „
Circular Notes payable throughout Europe at 1s. 10½d.
The Bank draws upon its Head Office, 76, King William Street, London, and on the Union Bank of London.
Government Securities are purchased and sold, also Bills of Exchange on England, Calcutta, Madras, Agra, Lahore, Kurrachee; *and on every large Town in India,* Australia and Continental Europe, also on *Alexandria, Cairo,* and *Baghdad.*
The Bank draws also on Melbourne and Sydney in Australia.
The Bank will transmit Bills direct to England on being furnished with the correct address of the party to whom the remittance is to be forwarded.
The Bank undertakes the safe custody of Government Paper and Certificates of Shares in Joint Stock Companies, and will draw the Interest or Dividends thereon, as declared half-yearly when authorized so to do, and remit the same by its own Bills without any charge. On surrender of such Paper or Scrip a Commission of ¼ per cent. will be charged.
CURRENT ACCOUNTS.
Interest allowed on daily balances exceeding Rupees 1,000 at two per cent. per annum. Interest is also given on *fixed* deposits half yearly:—
At 6 per cent. requiring twelve months' notice of withdrawal
At 5 ditto, nine ditto.
At 4 ditto, six ditto.
At 3 ditto, three ditto.
Deposits may generally be availed of, without notice, by the Bank's Bills on London.
The Bank reserves to itself the right of giving one month's notice of paying off any of the above Deposits, or of modifying their terms.
Any further information as to Rules of Business, &c., may be had on application to the Manager.
Remittances to be endorsed thus:—"Pay to the Delhi and London Bank, Limited, or order."
Hours of Business—10 to 3: Saturdays, 10 to 1.
G. W. BOOKER, Manager.
Delhi and London Bank, Limited, Rampart Row, Bombay, 30th April 1867.

NATIONAL BANK OF INDIA (LIMITED).
SUBSCRIBED CAPITAL Rs. 92,52,400 (£925,240).
PAID-UP CAPITAL Rs. 46,29,700 (£462,970).
RESERVE FUND Rs. 2,20,000 (£ 22,000).
Head Office—Calcutta.
Branches and Agencies—Bombay, Madras, and London.
BOARD OF DIRECTORS.
GEORGE MILLER BLACKER, Esq., Merchant.
FERDINAND SCHILLER, Esq., of Messrs Borradaile, Schiller & Co.
SETH A. APCAR, Esq., of Messrs. Apcar & Co.
C. E. CRESSWELL, Esq., of Messrs Cresswell & Co.
MANOCKJEE RUSTOMJEE, Esq., Merchant.
BABOO DOORGACHURN LAW, of Messrs. Praunkissen, Law & Co.
BABOO HEERALAUL SEAL, Zemindar.
LONDON BOARD.
W. S. FITZWILLIAM, Esq., (late Member of the Supreme Legislative Council of India, Director of the Land Mortgage Bank of India.)
E. W. WINGROVE, Esq., (late of Calcutta, Chairman of Union Bank of Ireland.)
London Bankers.
The Bank of England and National Provincial Bank of England.
Office in London No. 80, King William Street.
BOMBAY AGENCY.
EXCHANGE.
The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.
CURRENT DEPOSIT ACCOUNTS.
The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances from Rs. 500 up to Rs. 50,000.
FIXED DEPOSITS.
The Bank receives Money, on Fixed Deposits, and allows Interest thereon as follows:—
On Deposits subject to 3 months' notice of withdrawal 4 per cent.
„ 6 „ 5 „
„ 12 „ 6 „
All Remittances should be made payable to the Agent National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.
By order of the Directors,
JAMES WINDRAM, Agent.
National Bank of India, Bombay, 23rd March 1867.

THE BOMBAY AND COAST COFFEE PLANTATION COMPANY, LIMITED.—NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held on FRIDAY the 14th day of June 1867 at 4 o'clock in the afternoon at the Office of the above Company in Rampart Row to transact the following business:—
1. To receive the Report of the Directors.
2. To pass Resolution for winding up the Company voluntarily.
VENAYECKROW JUGONNATHJEE SUNKERSETT, Director.
4th June 1867.

WINES, SPIRITS, BEER, &c.

J. & C. WHITE & CO.'s WINES as follows:—Sherry, quarts, in 2 dozen Cases.
Port, quarts, in 2 dozen Cases.
Port, pints, in 4 dozen Cases.
Apply to GEORGE S. KING & Co.

KEYL & Co., Bordeaux.—Messrs. GADDUM & Co., Agents for the above Firm, have just received a fresh supply of the following carefully selected WINES and BRANDIES:—

		p. doz.
CLARET	Médoc Rs.	6 8 pts.
	Do. „	12 0 qts
	Chateau Beltasse	20
CHAMPAGNE	Moët & Chandon's Sillery—qualité supérieure	29
	Roederer Carte Blanche	38
COGNAC	Vieux Pale	18
	Tres-Vieux	25
	Tres-Vieux Champagne	35

FOR SALE.—FLOWER & SONS' BEER, bottled by Ashe, in cases, suitable for up-country carriage, of 4 Dozen Quarts at Rs. 5, and 7 Dozen Pints at Rs. 3 per Dozen, Cash.
Aitken's Falkirk Ale Bottled by Dove in Casks of 4 Dozen Quarts at Rs. 4, and 7 dozen Pints at Rs. 2½.
FINLAY, CLARK & Co.
Bombay, 15th May 1867.

NOTICE.—We beg to intimate that we have transferred the agency for the sale of Messrs. JULES MUMM & Co.'s first quality Champagne to Messrs. J. A. BROWN & Co, who will always be prepared to supply this very fine dry sparkling Wine.
20th May 1867 JACKSON, ACKROYD & Co.

FOR SALE, at the Godowns of the undersigned:—

CLARETS, Eshenauer Benecke—St. Estephe	at Rs. 12	per doz
Do. Do. St. Julien	„ 15	„
Do. Do. Pauillac	„ 18	„
Do. Do. Pontet Canet	„ 25	„
Brandy, Aef de Luze—Gold Ring	„ 18	„
Champagne, Lelegard	„ 25	„

JULES SIEGFRIED & Co.,
Cursetjee Furdonjee's Building, Elphinstone Circle.
Bombay, 16th Nov. 1866.

FOR SALE at the Godowns of the undersigned:—
CLARET. J Belly, Te Vieux Medoc...Rs. 11 per dozen.
OLD COGNAC, H. & C. Balaresque ... „ 22 do.
BURGUNDY do. do ... „ 15 do.
H. BOMANJEE, TOUCHE & Co.
Bombay, 28th May, 1867, 16, Apollo Street.

TOD-HEATLY & Co.
(LATE R. TODD & JAMES.)
ADELPHI, LONDON.

THE LONDON, ASIATIC & AMERICAN COMPANY (LIMITED,) Agents for the above well-known firm, have on sale at their Godowns the following WINES, &c.:—

	Per doz. Rs.
Champagne, Brand Tod-Heatly & Co. Magnum.	90
Do. „ Do.	40
Do. „ a Crown	30
Do. „ Tod-Heatly & Co. Pints	21
Mosselle, Sparkling Extra, 1st quality	40
Do. do. Pints	21
Moselle, Sup. Sparkling Brand Tod-Heatly & Co.	36
Do. Fine „ Brand a Crown	30
Do. Fine „ Brand a Crown Pints	16
Hock, Sparkling Brand Tod-Heatly & Co	36
Do. Spakling Brand a Crown	
Do. Fine Still Red Seal	18
Do. Fine Still Blue Seal	30
Do. Superior Still Green Seal	40
Sherry Pale, Blue Seal	23
Do. Do. Yellow Seal	29
Do. Golden, Do.	29
Do. Vino Fino	29
Do. Red Seal	37
Do. Amontillado, Black Seal	35
Claret Light Capsule	15
Do. do. Pints	8
Do. Yellow Seal	23
Do. Red Do. Pints	17
Do. Do. Do. Quarts	32
Port Black Seal	26
Brandy, Vieux Cognac	34
Do. Brand a Crown	24
Old Tom, Red Seal	18
Dry Gin, Black Seal	18
Orange Wine Bitters, Quarts	36
Do. Pints	19
Curacoa, Sweet or Dry	42
Maraschino	48

N. N.—Messrs. TOD-HEATLY & Co. are prepared to execute direct orders as usual.
1st January 1866.

FOR SALE, at the Godown of the undersigned:—

	Rs.
CHAMPAGNE.	
Fleur de Sillery E. Trevy & Co.	33
La Perle, shipped by T. Newhouse	30
"Rubis" do.	28
Champagne do.	22
Champagne do.	18
Aux Armes de Reims, Gurt Gibert, quarts	24
Do. do. pints	25
Aux deux Eccussons do. quarts	28
Do. do. pints	30
Aux Médailles do. quarts	31
SPARKLING MOSELLE AND HOCK.	
Sparkling Schwarzhofberg choice F. Kehrmann	34
„ Hock do.	22
„ Moselle Muscatel do.	22
Moselle No. 2 shipped by T. Newhouse quarts.	30
„ do No. 2 pints	30
„ do. No. 1 quarts	22
„ do. No. 1 pints	22
STILL HOCK.	
Marcobrunner 1st quality Gebr S hmits	30
Laubenh imer G. M Pavstmann	10
Hochheim Queen Victoria Wineyard	58
Light Still Hock Gebr. Schmits	15
Do. do.	10
CLARETS.	
Best old Bordeaux, F. Montbenil	18
Bourgogne Beaunne, H. and C Balaresque	24
Chateau Larose, Hy. Hernzan	24
Chateau Leoville do.	19
Claret, No. 2 shipped by T. Newhouse.	10
Vilhany Bahlmann and Co. 4 doz Case	40
Villany do. 1 do.	10
SUNDRY WINES AND BRANDIES.	
Sherry No. 2, shipped by T. Newhouse	30
Sherry No. 3 do.	24
Sherry No. 4 do.	26
Ginger Wine do.	17
Old Jamaica Rum do.	20
Port Wine, No 1. do.	18
Do. 2 do.	22
Do. 3 do.	28
Cognac Champagne, H. and C. Balaresque	22
Brandy Gords sons	14
Bonekamp of Maagbitter...	
BEER.	
Best London Beer, shipped by T. Newhouse	4½
Do. do. in pints	3
Barclay & Perkins Porter do. quarts	4½
German Pale Ale H. Deetjeu	5

Bombay, May 1867. VOLKART BROTHERS.

Established in Bombay 1842.
Established in London and Bordeaux 1815.

MESSRS. CUTLER, PALMER & Co. solicit that orders for their well known Wines, Spirits, and Cordials, from their friends in India, may be sent

In BOMBAY	from Messes and private consumers	to Messrs. Rogers & Co.
„ „	from Native Shopkeepers	to Edul-jee Pallonjee Bottlewalla.
„ POONA		to Messrs. Rogers & Co.
„ Secunderabad Saugor, „ Kamptee, Seetabuldee, &c.	„ „	Cursetjee & Co.
„ Mhow	„ „	Merwanjee Cooverjee & Co.
„ Ahmedabad & Guzerat	„ „	Jehangir Pestonjee & Co.
„ Kurrachee	„ „	Budgett and Hughes.
„ Calicut	„ „	Hirjee & Co.
„ Madras	„ „	Binny & Co.
„ Calcutta	„ „	Folkard & Co.

CUTLER, PALMER & Co.'s SPARKLING CHAMPAGNES specially prepared for India, shipped in quarts and pints:—in three qualities and four styles. These Wines are of the very best procurable.

CUTLER, PALMER & Co.'s SHERRIES are selected with the greatest care and especially for a tropical climate: they comprise six qualities and styles.

CUTLER, PALMER & Co.'s CORDIALS are Luxardo, Wynaud Fockink, and Heerings, shippers well known, and who excel all others in the manufacture of them. Cheap imitations should be avoided.

CUTLER, PALMER & Co. RESPECTFULLY notify that the selling prices of their Wines are fixed by their friends above named, to whom enquiries should be addressed for terms, &c.

CUTLER, PALMER & Co., WHOLESALE LONDON HOUSE, 44, Mark Lane. RETAIL LONDON HOUSE, Charing Cross Railway Arches. BORDEAUX HOUSE Place du Champs de Mars

CUTLER, PALMER & Co.'s CLARETS are Pure Wines of the Choicest Vintages and Chateaux. These are shipped direct from their Bordeaux Cellars in six qualities, in quarts and pints.

CUTLER, PALMER & Co.'s PORTS in quarts and pints, are Vintage Wines of two qualities only.

CUTLER, PALMER & Co.'s MOSELLE AND HOCK, (in quarts and pints) either Sparkling or Still, are from the best known Houses in Germany. These Wines are confidently recommended as being inferior to none shipped to India.

CUTLER, PALMER & Co.'s OLD PALE COGNAC, (protected by a Trade Mark on capsule and label). This well known old Brandy is highly recommended.

CUTLER, PALMER & Co.'s BEST LONDON OLD TOM, and OLD JAMAICA RUM, need only be compared with similarly named spirits shipped to India to be preferred to them (protected by Trade Mark on capsule and label.)

CUTLER, PALMER & Co.'s IRISH AND SCOTCH WHISKEY from the most approved Distilleries (protected by Trade Mark.)

METEOROLOGICAL and other Scientific Instruments. Messrs. ROGERS & Co. invite attention to their stock of Rain Gauges, Barometers, and other Philosophical instruments, the accuracy of which may be relied on.
Rain Gauges, Cassellas plain.
Do. Dr. Livingstone's Portable, with Maximum, Minimum, and ordinary Thermometers, in Cases.
Aneroid Barometers, for the pocket, and of a larger size with scales of altitude to 10,000 feet.
Marine Barometers.
Sun Dials on Marble Slabs with detonating Guns for noon.
Wet and Dry Bulb Thermometers.
Maximum and Minimum Thermometers, Cassella's Patent, requiring no Magnet.
Solar Thermometers in Vacuum Tubes.
Dr. Aitken's Clinical Thermometers.
Pocket, Bath, and other Thermometers.
Galvanic and Magnetic Batteries.
A new Blasting Fuse, for exploding with the small Rhumkorff's Battery, Invented by the Chemist of the War Department.
Numerous other Scientific Instruments.
ROGERS & Co., Bombay.

WINES, SPIRITS, BEER, &c.

STILL HOCKS AND MOSELLE,
Of light "alcoholic strength, and yet almost imperishable through their purity, and with marked fragrance of the true vinous character, the Rhenish Wines are the Wines for intellectual gaity."—Druitt on Wines.
A consignment of these for the Hot Season has just been received from CUTLER, PALMER & Co., the finest for years.
Breakfast Rs. 26 per dozen.
Fine, Dinner „ 33 „
Dessert (Johannisberg & Marcobrunner) „ 50 and Rs. 40
ROGERS & Co., Bombay and Poona.

CUTLER, PALMER & Co.—Messrs. ROGERS & Co. have just cleared another shipment of C. P. & Co.'s liquids, and are now executing outstanding orders. In consequence of the increasing demand for some of the Wines, particularly Still Hocks and Burgundies, great difficulty is found in keeping up adequate stocks, consumers are therefore recommended to forward their orders at once. The Brandies and expensive Sherries having had twenty-five years of steady sale are always in stock.
BURGUNDIES. For an encomium on these see Dr. Druitt on Wines. The Gouty and all others are strongly recommended a perusal of that work which will form Messrs. C. P. & Co.'s best Advertisement.
Chambertin Rs. 48
Nuits „ 36
Macon „ 24
CHAMPAGNES. (Drunk at Marlborough House).
Quarts Rs. 38, Rs. 31, and Rs. 26
Pints „ 20, „ 17, „ 14
BRANDIES. The following which are samples are exquisite.
Cognac of 1851 Rs. 50
„ Old Brown „ 36
They are distinct from the usual qualities in stock Rs. 33, Rs. 28 and Rs. 22.
For details of all see Price Lists.
ROGERS & Co., Bombay and Poona.

FOR SALE.—TENNENT'S BEER, selling off cheap to close a consignment.
Revd S EDULJEE'S Gujrati Grammar chiefly suited for Officers and others learning English. Apply to 7, Forbes Street. ROGERS, COHEN & Co.

GUINNESS' STOUT, BOTTLED by Sparks, Moline & Co., in splendid condition, just arrived.
TREACHER & Co. (Limited.)

THE GENUINE MUMM'S CHAMPAGNE.—The Undersigned have just received per "PEVERIL OF THE PEAK," a fresh supply of Messrs. G. H. MUMM & Co.'s "CARTE BLANCHE" Champagne in Quarts and Pints, at Rs. 36 and Rs. 38 per case respectively.
PASSMORE & Co.
Bruce Lane, Bombay, 4th April.

"CROWN SHERRIES."—The Undersigned Agents for Messrs. E. J. BRAND & Co., have received per "PEVERIL OF THE PEAK" a small consignment of their well known WINES in 3 dozen cases at Rs. 25 per dozen to insure a ready sale.
PASSMORE & Co.
Bruce Lane, Bombay, 4th April.

THE Undersigned have for Sale at their Godown's, MUMM'S CHAMPAGNE "CARTE BLANCHE" Rs. 36 per case, Crown Sherry, E. J. BRAND & Co. in 3 dozen cases, Rs. 25 per dozen, Chateau La Teur Gueyrand, Claret Rs. 16 per dozen, Margaux do Rs. 12 per case of 1 dozen. PASSMORE & Co.
Bruce Lane, Bombay, 4th April.

BEER.—WM. YOUNGER & Co.'s well-known INDIA PALE ALE:—Consignments ex "A. O. A.," *Daphne,* and *John Bright,* are now ready for delivery,—price Rs. 5 per dozen qts.; Rs. 3½ per dozen pints. Apply to
Bombay, 22nd May, 1867. BLACKWELL & Co.

IRISH WHISKEY.—DUNVILLES CELEBRATED V. R WHISKEY Rs. 18 per Dozen.
N. B. 2 Quarter Casks of the above for sale.
CLARETS—Excellent Bordeaux Rs. 11 per Dozen (to effect quick sales)
HUNGARIAN WINES Red and White Voslauer Rs. 20 per dozen. Red and White Goldick Rs 25.
Bombay, 22nd May, 1867. BLACKWELL & Co.

TARPAULINS.—Unequalled for Flexibility Lightness, and Durability. Average size 18 by 2 feet.
Bombay. ROGERS & Co.

COCONADA CHEROOTS.—The only importers of these in Bombay for whom they are expressly manufactured of the finest Tobacco are the undersigned. A fresh supply has just been received. In size they run as under, beginning with the smallest.
Queen's.
Burmah Muster.
French Muster.
Short Co ingas.
Havannah Muster.
Trichinopoli Muster.
ROGERS & Co., Bombay and P[illegible]

CHESSON & WOODHALL'S [illegible]
No. 10, HUMMUM STRE[illegible]
AND
No. 1, EAST STREET [illegible]

NOTICE.—MR. HORMU[illegible] JEE is hereby authorized to [illegible] the business of our Firm from this dat[illegible]

TO LET, with immediate ent[illegible] only, two rooms on the first and second [illegible] premises. Rent Rs 40 and Rs. 60 per month.

	Rs.	As.
Lang, John—The Ex-Wife		
Marsh, Mrs—The Wilmingtons		
Evans, A. J—Beulah		
Crowe, Mrs.—The night Side of Nature		
Gore, Mrs.—Memoirs of a Peeress		
Mount Sorel	1	8
Haunted Hearts	1	8
Kohrst—The Hostage	1	8
Shipwrecks and Disasters at Sea	1	8
Will he Marry her	1	8
Margaret Catchpole	1	8
George Julian	1	8
The Workman of Paris	1	8
The Hussar	1	8
Twice Round the Clock	1	8
Stanley Thorn	1	8
Nan Darrell	1	8
Adventures in the Phillippine Islands	1	8
Owen Tudor	1	8
Friend Eli's Daughter	1	8
Summer on the Lakes	1	8
Orange Blossoms	1	8
Fabion's Tower	1	8
Castle Avon	1	8
Norman's Bridge	1	8
Lost Sir Massingberd	1	8
Garibaldi, and the Italian Campaign	1	8
Memoirs of Henrietta Caracciolo	1	8
Lewell Pastures	1	8
Jewsbury, J E.—Marian Withers	1	8
Kimbale, R. B.—The Younger Son	1	8
Simmonds, P. L.—The Arctic Regions	1	8
Cockton—Stanley Thorn	1	8
Scott, Lady.—The only Child	1	8
Banim, J.—The Smuggler	1	8
Sherwood, Mrs—The Cliffords	1	8
Berwick,—The Queen's Dwarf	1	8
Fittis, R. S—Gilderoy	1	8
Thompson, S—Wild Flowers	1	8
Rowcroft, Charles.—The Roman Maiden	1	8
Russell, W.—Romance of Military Life	1	8
Lister, T. H.—Arlington	1	8
Anderson, H. C.—The Improvisatore	1	8
Smith, J. F.—The Prelate	1	8
Thomson, Mrs.—The Chevalier	1	8
Leslie, H.—The Mariner's Compass	1	8
Inchbold, Mrs.—Simple Story and Nature and Art	1	8
Hawthorne, N.—The Blithedale Romance	1	8
St. John, Bayle—The Levanthine Family	1	8
Hall, Mrs. S C—The Whiteboy	1	6
Gaskell, Mrs—Cranford	1	8
Edwards, Amelia B.—Hand and Glove	1	8
Southworth, Mrs.—Winny Darling	1	8
Cockton, Valentine Vox The Ventriloquist	1	8
Wetherell, E.—Queechy	1	8
Gibbon, C.—The Dead Heart	1	8
Wyndham, Emilia.—Lady Evelyn	1	8
Gore, Mrs—The Courtier	1	8
———Sketches of English Character	1	8
———The Diamond and the Pearl	1	8
———Romances of Real Life	1	8
———Temptation and Atonement	1	8
———Greville	1	8
Longwoods of the Grange	1	8
Recollections of Mrs. Hester Taffetas	1	8
Angelia	1	8
Vidocq, the French Police Spy	1	8
Hajji Baba of Ispahan	1	8
Tasso and Leonora	2	0
Christmas Day and how it was spent	0	12
Tales of Woods and Fields	1	2
Adelaide Lindsay	0	12
Roland the Painter	0	12
The Mutiny in India	1	2
The Comic Eton Grammar	1	2
Letters left at the Pastrycook's	0	12
Toddles's Highland our	0	12
The Comic English Grammar	0	12
Paul, H.—"Patchwork"	0	12
Fullom, S W.—The Marvels of Science	1	8
Lang, J.—The Secret Police	0	12
Harland, Marion—The Hidden Path	0	12
Southey, R.—Thalaba, the Destroyer	0	12
Longfellow, H. W.—Tales of a Wayside Inn	0	12
Brown, C B.—Edgar Huntley	1	2
Porter, Miss—The Hungarian Brothers	1	2
Lee, Eliza—Parthenia	1	2
Thomson, Mrs.—Tracey or the Apparition	1	2
———Carew Raleigh	1	2
———Widows and Widowers	1	2
Austin, Miss—Northanger Abbey and Persuasion	1	2
Mitford, M. R.—Country Stories	1	2
Howitt, Mary.—Wood Leighton	1	2
Gleig, J. R.—The only Daughter	1	2
Grey, Mrs.—The Old Country House	1	2
Jerrold, B.—Chronicles of the Crutch	1	2
Rives, Mrs W.—Home and the World	1	2
Ware W.—Pictures of European Capitals	0	12
Taylor, F.—Life of a Nag Horse	0	12
Lee, Miss—Pembroke	1	2
Stowe, Mrs. H. B.—The Pearl of Orr's Island	1	2
Fowler, F—Dottings of a Lounger	0	12
Busk, Hans.—Rifle Volunteers	1	8
Balzac—Balthazar, or Science and Love	0	12
———Eugenie Grandet	0	12
Smith, W.—Advertise. How? When? Where?	0	12
Edwards, F. S.—A Campaign in New Mexico	0	12
Lewis, The Bravo of Venice	1	2
Trusta, H.—The Sunny Side, and last Leaf	1	2
Wood, Revd.—Common Objects of the Country	0	12
Edwards, A—The Ladder of Life	1	2
Evans, Anne.—Elstey, or settled for Life	1	2
Reach, A. B.—Clement Lorimer	1	2
Austen, Jane.—Pride and Prejudice	1	2
——— Emma	1	2
L. E. L. Lady Anne Granard	1	2
Crowquill, A.—Bundle of Crowquills	0	12
Ingoldsby—The Rubber of Life	0	12
Bury, Charlotte—The Two Baronets	1	8
Curtis, J. W.—American in Egypt	0	12
Carpenters—Penny Readings in Prose and Verse	0	12
The Adventures of a Sporting Dog	0	12
Edwards, A.—A Lady's Captivity among Chinese Pirates	0	12
Scargill, W. P.—Rank and Talent	1	2
Sandeau, Jules.—Catherine, a Village Tale	0	12
Orsini, F.—The Austrian Dungeons in Italy	0	12
The Poor of Paris	1	8
Dunne, J. H.—From Calcutta to Pekin	1	8
Evenings at Home	0	12
Whom to Marry and how to get Married	0	12
Betsey J. Ward's Book of Goaks	0	12
Fiction for Family Reading, 5 vols. each vol.	1	0

WANTED.

B. B. AND C. I. RAILWAY COMPANY.—WANTED Assistant Engineers and Surveyors for Survey. Apply to the undersigned.
FRANCIS MATHEW,
Chief Resident Engineer.
Bombay, 16th May 1867.

WANTED, for a few months a BOOK-KEEPER, capable of commencing and balancing a set of books. Salary Rs. 150 per month. If good services are rendered, the situation may become a permanent one. Apply by letter addressed "Book-keeper" to the care of the *Gazette.*

WANTED.—A PAIR OF CARRIAGE HORSES, sound and steady in Harness.
FOR SALE.—A handsome Sociable, together with a pair of sound Bay horses, and their Harness.
ALSO—A BROADWOOD PIANOFORTE, made expressly for India and in perfect condition.
Apply to BROWN, FRETWELL & Co.
Bellasis Road, Byculla.

SALES BY AUCTION.

G. B. GLADDING.
WEEKLY SALE.
On THURSDAY next, the 13th instant, at 12 o'clock noon, G. B. GLADDING will sell by Public Auction, at his Rooms, in Rampart Row, a quantity of Grey and White Piece Goods.

FOR SALE ON COMMISSION.
Several carriage and riding Horses.
Single seated Brougham.
A Theodolite and Level.
Breech-loading Fowling Piece.
Double barreled rifle and Gun by Reilly.
Fine Lunca Cheeroots Rs. 12 and 15 per 1000.
Bombay, 8th June, 1867. G. B. GLADDING.

HEERALAL & Co's AUCTION SALE OF LANDED PROPERTY.—On MONDAY the 10th instant at 4 P. M., HEERALAL & Co. will sell by PUBLIC AUCTION on the premises by order of Soomar Ahmed, Joosub Ahmed and Essa Ahmed the Mortgagees, and on account and at the risk of Khimjee Visram and Jairam Visram the Mortgagors. All the right, title and interest in the piece or parcel of the Fazundaree land or ground, situate, lying and being in the Street of Chumbarwada leading to Cunch Bunder Row, and standing on Fazundaree ground and assessed by the Collector of Assessment under No. 26, and containing by admeasurement in length about 28 feet and in breadth about 30 feet be the same little more or less and bounded as follows:—On or towards the East by the passage partly belonging to the premises hereby conveyed and partly belonging to Thucker Tricumjee Maljee, on or towards the West by the passage partly belonging to the premises hereby conveyed and partly belonging to Crustnajee Narayenjee, on or towards the North by the public passage, and on or towards the South by the public road.
For further particulars and conditions of sale apply to the undersigned.
HEERALAL & Co., Auctioneers.
6, Rampart Row, 5th June 1867.

BENNETT & Co.
WEEKLY SALE.
THIS DAY, SATURDAY, the 8th inst., Messrs. BENNETT & Co will sell by Public Auction at their Rooms, a quantity of Grey and other Piece Goods, Twists, &c.
15 Bales 750 pieces of Grey Shirtings 8 lb. 45 inch.
4 Do. 200 do. do. 7 lb. 45 do.
8 Do. 400 do. do. 11/12 lb. 54/60 do.
200 Pieces of Grey T. Cloths.
AT 1 P. M.
(If not previously disposed of by private sale.)
1 first-class English-built Office Brougham, by Laurie and Marner, with a pair of fast trotting well matched Bay Arab Horses and Plated Harness complete, the property of a Gentleman proceeded to Europe, to be sold either separately or in one lot.
Any other Carriages and Horses offering.

SALE OF COTTON AT THE G. I. P. RAILWAY STATION BOREE BUNDER.
On MONDAY next, the 10th instant, at 2 P. M., Messrs BENNETT & Co. will sell by Public Auction at the above place.
A quantity of Cotton.

SALE OF HOUSEHOLD FURNITURE, CARRIAGE HORSE, &c., AT THE G. I. P. RAILWAY STATION, BYCULLA.
On THURSDAY, the 13th instant, [illegible] & Co. will sell by Public Auction [illegible] Handsome Household Furn[illegible] proceeding to Europe [illegible] Handsome Dinner [illegible] Ware such [illegible] Egg [illegible]

[illegible] SALE [illegible] THIS DA[illegible] Messrs. CRA[illegible] the premises, [illegible] and with the [illegible] & Co. All that pie[illegible] ment or dwelling [illegible] jid Bunder, con[illegible] or thereabouts [illegible] raz Ruttonsey, [illegible] Bhunsalee, on the East by the Government ground on the West by the street called Musjid Bunder street.

SALE OF VALUABLE LANDED PROPERTIES.
NOTICE is hereby given that under the power contained in a certain mortgage indenture bearing date the 7th day of January, 1867, executed by CRUSTNARAO WASSOODEW to WIZBHOOKUNDASS HURIBHOY the MORTGAGEE, will sell the undermentioned properties by Public Auction on the dates hereinafter mentioned. For particulars and conditions of sale and plans of the properties, apply to Messrs. CRAWFORD & Co., the Auctioneers, or to the undersigned solicitors for mortgagee.

LOT 1.
THIS DAY, SATURDAY, the 8th instant, at 3 P. M., on the premises, all that piece or parcel of LAND or GROUND admeasuring 2,157 square yards or thereabouts, with the messuage, tenement or dwelling-house and outhouses thereon situate at Breach Candy, without the Fort of Bombay.

LOT No. 2.
On TUESDAY, the 11th inst., at 3 P. M, at the Rooms of the Auctioneers, all those several pieces or parcels of SALT BATTY FIELDS admeasuring 80,940 square yards or thereabouts, situate at Matoonga, without the Fort near the Garden of the late Mr. Juggonathjee Sunkersett.

LOT No. 3.
Immediately after.
Two GARDENS with Water-wells and Trees standing thereon, admeasuring 58,055 square yards or thereabouts situate at or near Sion Fort.
KELLY & Co.,
Solicitors to the Mortgagee.

USUAL AUCTION SALE.
On MONDAY, the 10th instant, Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms, the following:—
Bales Grey Shirting.
3 „ Jacconets.
6 „ Madapollams.
5 „ T. Cloths.
7 „ Cases Grey and White Dhotees.
3 „ Cotton Handkerchiefs.
4 „ T. Red Chintz.
2 „ Do. Sarries.
3 „ White Mull.
2 Cases 20 superior double barreled Guns.
25 Dozen „ Whalebone Whips.
14 „ Bronze Powder Flasks.
140 Gross Luvette Watch Glasses.
102 „ Watch Keys
10 Pairs Pistols and 10 M Percussion Caps.
A few dozen superior Sauterne.
20 „ „ Claret.
2 Cases Mock Jewellery and Fancy Toys.
A Property of a Gentleman leaving India consisting of Blackwood Furniture &c. such as Round, Dining, Dressing Washing and Card Tables, Teapoys, Hat Stands, Side Tables, Screen, Easy and Arm Chairs, Camp Cots, Sofa Couches, Cupboards, Towel Horses, Bathing Tubs, Dinner and Breakfast Services, Sets of Plated Spoons and Forks, Dish Covers, Cruet Stands, Tea and Coffee Services, Wine, Claret, Champaigne and Liquor Glasses, Wine Coolers, Finger Cups, Goblets, Tumblers, and Cooking Utensils &c.

SALE OF TIMBER.
On TUESDAY, the 11th instant at 3 P. M., Messrs. CRAWFORD & Co, will sell by Public Auction at Tank Bunder the following:
75 Teak Logs.
100 Tons Teak Scantlings of sizes.
50 „ Battens.
20 „ Boards.

SALE OF THE SHIP "PERSIA."
Under instructions from the Mortgagee, Messrs. CRAWFORD & Co. will submit to Public Auction at their rooms, on MONDAY, the 17th instant, at 3 o'clock, the Ship "Persia," 664 tons registered, built of Oak at Greenock, well found in every respect and ready for Sea, coppered this year, and certified as a good insurance risk.
25 per cent. deposit will be required at the time of sale.
Bombay, 8th June, 1867. CRAWFORD & Co.

ENAMELS after the GREAT MASTERS; just received a few exquisitely executed enamels each fitted in a beautiful gilt metal frame to form an ornament for the table; the following are the subjects:—
THE CONCEPTION Murillo.
MATER DOLOROSO Do.
MADONNA & CHILD Raphael.
ECCE HOMO Guido Reni.
THE MADONNA Carlo Dolce.
These enamels are the most beautiful works of the kind ever brought to India, and are well worthy of inspection. Price nett cash Rs. 20 each.
SOUNDY & Co.
Rampart Row.

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